

ASRS Database Report Set

Rotary Wing Aircraft Flight Crew Reports

Report Set Description.....	A sampling of reports from flight crew of rotary wing aircraft.
Update Number.....	13.0
Date of Update	June 18, 2008
Number of Records in Report Set.....	50
Number of New Records in Report Set	49
Type of Records in Report Set.....	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the reporting of a specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

The National Aeronautics and Space Administration and its ASRS contractor, Booz Allen Hamilton, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.



Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999. Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 783593 (1 of 50)

Synopsis

AFTER LNDG, HELI PLT LEARNS TFR WAS ISSUED PRIOR TO HIS ARRIVAL, WHICH INCLUDED THE LANDING SITE. PLT IS INFORMED OF TFR BY POLICE OFFICER AT SCENE.

ACN: 778023 (2 of 50)

Synopsis

A PILOT REPORTS OVERFLYING A CONTROLLED FIRING NEAR MKO LISTED UNDER THE D NOTAMS. REPORTER DID NOT CHECK NOTAMS AND FSS HAD DIFFICULTY FINDING IT.

ACN: 776546 (3 of 50)

Synopsis

CH-53 PILOT REPORTS CRJ200 TAXI INTO POSITION AND HOLD AS HE IS ON SHORT FINAL FOR RWY 23 AT OAJ, CAUSING GAR.

ACN: 766748 (4 of 50)

Synopsis

AN AGUSTA AW-139 EXECUTIVE HELICOPTER CAPTAIN'S RIGHT DOOR WINDOW EXPLOSIVELY POPPED OUT IN FLIGHT AT 3600 FT.

ACN: 762154 (5 of 50)

Synopsis

R44 PNF REPORTS CIRRUS LANDING BENEATH THEM AS THEY AIR TAXI AT 70 FEET DOWN THE RWY AFTER ARRIVAL. PILOT Y IS IRATE ABOUT BEING 'CUT OFF' AND PHYSICALLY AND VERBALLY ASSAULTS THE R44 FLT CREW.

ACN: 758248 (6 of 50)

Synopsis

BELL PILOT REPORTS CONFLICT WITH ANOTHER HELICOPTER DURING ENTRY TO TRAFFIC PATTERN AT OR3. TCAS SOUNDS ALERT AND REPORTER IS ABLE TO DE-CONFLICT THE SITUATION.

ACN: 757604 (7 of 50)

Synopsis

HELI PLT COMPLAINS ABOUT DIFFICULTY OF DETERMINING TIME AND LOCATION OF STADIUM TFR'S.

ACN: 756614 (8 of 50)

Synopsis

EWR CTLR DESCRIBED ANNUAL TFR EVENT THAT IS INITIATED WITH LITTLE GUIDANCE RESULTING IN VARIED EXPECTATIONS AS TO ATC'S ROLE.

ACN: 754875 (9 of 50)

Synopsis

AS 350 PLT WAS MAKING A CONTROLLED, OFF-ARPT LNDG WHEN THE TAIL ROTOR PULLED AN OBJECT INTO THE ROTOR ASSEMBLY, CAUSING ROTOR DAMAGE.

ACN: 752926 (10 of 50)

Synopsis

AN A109 HELI PLT, FLYING VFR, EXPERIENCES NMAC WITH ANOTHER AIRCRAFT.

ACN: 751411 (11 of 50)

Synopsis

HELI PLT DESCRIBED CONFLICT AT 5500 INBOUND TO AMA WHEN APCH CTL HANDLING REPORTEDLY CONTRIBUTED TO INCIDENT.

ACN: 750664 (12 of 50)

Synopsis

HELICOPTER PILOT REPORTS NMAC AT 700 FEET AGL WITH DA40 FLYING STRAIGHT IN VISUAL TO ZZZ.

ACN: 748135 (13 of 50)

Synopsis

BELL 430 INSTRUCTOR RPTS ROTOR DAMAGE AFTER SIMULATED ENG OUT LNDG WHEN CYCLIC IS RELEASED WITH AUTOPLT ENGAGED.

ACN: 747455 (14 of 50)

Synopsis

EN28 WITH RADIO PROBLEMS LANDS TOWARDS ONCOMING TRAFFIC AND EXPERIENCES NEAR COLLISION WITH C150 ARRIVING THE OPPOSITE DIRECTION.

ACN: 746945 (15 of 50)

Synopsis

A HILLER 12B ROTOR TACH GEN CABLE BECAME UNPLUGGED GIVING THE APPEARANCE OF ROTOR FAILURE. A SAFE LANDING WAS ACCOMPLISHED.

ACN: 742691 (16 of 50)

Synopsis

AN R44 HELICOPTER PILOT'S SIDE GLASS WINDOW WAS BROKEN BY A SURF FISHING ROD WEIGHT AT LOW ALT ALONG THE COASTLINE.

ACN: 739628 (17 of 50)

Synopsis

FORMATION FLT OF TWO HELICOPTERS IS INTERCEPTED BY A THIRD TAKING VIDEO. RESULTING PROXIMITY CAUSES ONE OF FORMATION TO DESCEND TO 300 AGL OVER POPULATED BEACHES.

ACN: 739357 (18 of 50)

Synopsis

HELICOPTER PLT WAS FLYING LOW LEVEL AT NIGHT AND STRUCK A POWER LINE.

ACN: 735148 (19 of 50)

Synopsis

A109 PILOT REPORTS BEING VECTORED INSIDE THE FAF 600 FEET ABOVE GS INTERCEPT ALTITUDE. THE ATTEMPT TO SALVAGE THE APPROACH RESULTS IN GOING BELOW THE GS AND SETTING OFF THE CONTROLLER'S MSAW BEFORE FINALLY CAPTURING THE GS AT 2 NM.

ACN: 733182 (20 of 50)

Synopsis

HH65 FLT CREW REPORTS TCAS EVENT OVER LAL AT 6000 FEET WITH A MOTORIZED GLIDER.

ACN: 714352 (21 of 50)

Synopsis

PIT APCH CTLR EXPRESSED CONCERN REGARDING LACK OF OBSTRUCTION DEPICTIONS ON THE EMER OBSTRUCTION VIDEO MAP (EOVM).

ACN: 706701 (22 of 50)

Synopsis

A109 PLT RPTS MISUNDERSTANDING WITH ZZZ TWR CTLR WHILE TRANSITING ZZZ1 CLASS B AIRSPACE.

ACN: 706688 (23 of 50)

Synopsis

AN HU369D TAIL ROTOR MADE GND CONTACT WHEN THE ACFT WAS TIPPED BY A WIND GUST WHILE THE PLT WAS OUT OF THE ACFT REMOVING A WATER BUCKET.

ACN: 705364 (24 of 50)

Synopsis

HELI PLT ENTERED CLASS C AT BHM WITHOUT ATC CLRNC DUE TO COM PROBS.

ACN: 704552 (25 of 50)

Synopsis

A ROBINSON R44 HELI PARKED DURING A SEVERE TSTM INCURRED HAIL DAMAGE TO THE MAIN ROTOR BLADES. WHEN FLOWN IMMEDIATELY AFTER THE STORM THE ACFT DID NOT FLY PROPERLY.

ACN: 704416 (26 of 50)

Synopsis

ROBINSON R44 PLT ENCOUNTERS BIRDS ON APCH.

ACN: 703984 (27 of 50)

Synopsis

FOLLOWING A MAINT INSPECTION FOR AN OIL LEAK, HELI PLT EXPERIENCES INFLT LOSS OF ASSOCIATED COWLING.

ACN: 701999 (28 of 50)

Synopsis

A PLT NOTES THAT VHF RADIO CONTACT CANNOT BE MAINTAINED IN CLASS E AIRSPACE E OF OME ALLOWING PLTS TO CANCEL SVFR.

ACN: 701930 (29 of 50)

Synopsis

AGUSTA 109 PLT FLIES BELOW FAR REQUIRED CLRNC ALT IN MOUNTAINOUS AREA.

ACN: 701708 (30 of 50)

Synopsis

HELI PLT STRIKES A PWR CART WITH THE TAIL ROTOR.

ACN: 700880 (31 of 50)

Synopsis

PLT OF HELI LANDS ON PUBLIC SCHOOL GROUNDS BASED ON FAULTY INFO FROM COMPANY DISPATCHER.

ACN: 700652 (32 of 50)

Synopsis

THE PLT OF A BELL 206 ENTERED BJC CLASS D AIRSPACE INADVERTENTLY. GPS DID NOT SHOW DEN CLASS B OR D AIRSPACE.

ACN: 700536 (33 of 50)

Synopsis

A HUGHES 269B PLT ON AN AGRICULTURAL MISSION FLEW TOO CLOSE TO PERSONS ON THE GND.

ACN: 700102 (34 of 50)

Synopsis

SCHWEIZER 269 C INSTRUCTOR PLT AUTO ROTATES BELOW DESIRED ALT.

ACN: 699919 (35 of 50)

Synopsis

FAIRCHILD HILLER FH1100 PLT HAS A BIRD STRIKE AND MAKES A PRECAUTIONARY LNDG.

ACN: 699818 (36 of 50)

Synopsis

ROBINSON R44 INSTRUCTOR AND STUDENT ENCOUNTER A VEHICLE WHILE ATTEMPTING TO LAND.

ACN: 698926 (37 of 50)

Synopsis

S65C EUROCOPTER (AEROSPATIALE) PLT HAS AN NMAC.

ACN: 698534 (38 of 50)

Synopsis

HUGHES 500 PLT ENTERS A TFR DURING TRANSIT OF THE PHL AREA.

ACN: 697950 (39 of 50)

Synopsis

AN HU-269-300 HAD A TIRE BREAKER BAR DEPART THE ACFT. SAFETY PIN TO SECURE BAR WAS NOT NOTED MISSING ON PREFLT INSPECTION.

ACN: 697626 (40 of 50)

Synopsis

R44 PLT INADVERTENTLY LANDS AT BIF VICE ELP DURING APCH FOR LNDG.

ACN: 697606 (41 of 50)

Synopsis

ALOUETTE-2 PLT HAS A PAX RAISE HIS HAND AND RECEIVE AN INJURY TO HIS FINGERS BY THE MAIN ROTOR BLADE.

ACN: 696198 (42 of 50)

Synopsis

ROBINSON R22 INSTRUCTOR AND STUDENT, WHILE DOING NIGHT PRACTICE LNDG HAVE THE HELIPAD LIGHTS TURNED OFF DURING A LOW APCH.

ACN: 695596 (43 of 50)

Synopsis

AN AS350-B2 HELICOPTER ENGINE WAS OPERATED 1% IN EXCEEDANCE OF THE ENGINE OPERATING MANUAL. DOCUMENTATION TO ALLOW OPERATION NOT DELIVERED BY THE MANUFACTURER.

ACN: 694994 (44 of 50)

Synopsis

UH60 PLT HAS A RWY INCURSION ON RWY 22 AT NGB, ACFT ON FINAL EXECUTED A GAR.

ACN: 693689 (45 of 50)

Synopsis

AS350 HELI PLT MAKES A PRECAUTIONARY LNDG AFTER HEARING A 'POP' FOLLOWED BY A LOUD CONTINUOUS NOISE.

ACN: 693541 (46 of 50)

Synopsis

BELL 206 PLT ENCOUNTERS LOW CEILINGS AND VISIBILITY, ELECTS TO DO AN 'OFF FIELD LNDG' AND WAIT FOR THE WX TO PASS PRIOR TO CONTINUING TO DEST.

ACN: 693324 *(47 of 50)*

Synopsis

B222 ENCOUNTERS IMC ENRTE TO AN ACCIDENT SITE. REVERSES COURSE AND RETURNS TO DEP STATION.

ACN: 692678 *(48 of 50)*

Synopsis

S76 FLT CREW DEPARTS INTO MARGINAL WX VFR INSTEAD OF IFR TO AVOID DELAYS ASSOCIATED WITH HVY TFC.

ACN: 688758 *(49 of 50)*

Synopsis

R22 INSTRUCTOR PLT DEPARTS WITHOUT CLRNC AFTER A RWY INCURSION.

ACN: 688585 *(50 of 50)*

Synopsis

HELI PLT DESCRIBED UNPROFESSIONAL PERFORMANCE BY LGB CTLR DURING GOV MISSION.

Report Narratives

ACN: 783593

Time / Day

Date : 200804
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 5130
Experience.Flight Time.Type : 15000
ASRS Report : 783593

Person : 2

Affiliation.Government.Other
Function.Observation : Observer

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative

DEPARTED XA30 LCL FOR SCENE IN XYZ CITY. FDC NOTAM TFR WAS ISSUED XA44 LCL. TRANSITIONED THROUGH ZZZ AIRSPACE APPROXIMATELY XB10 LCL. WAS

NOT ADVISED OF TFR AT THAT TIME. ORBITED SCENE FOR APPROX 10 MINUTES MAKING 4 RECONS OF LZ. LANDED ON PROPERTY, WITH LAND OWNER'S PERMISSION, IN ORDER TO DROP OFF TALENT. WAS APCHED BY DEPARTMENT OF PUBLIC SAFETY OFFICER AND WAS ASKED IF I WAS AWARE OF THE TFR. MY RESPONSE WAS, 'NO,' DUE TO THE FACT I HAD BEEN ENRTE BEFORE NOTAM WAS ISSUED AND I WAS ALSO NOT INFORMED OF TFR BY ZZZ TOWER. GAVE NAME AND CERTIFICATE NUMBER TO OFFICER AND DEPARTED SCENE AT APPROX XB40 LCL. NOTIFIED FSDO VIA EMAIL OF INCIDENT.

Synopsis

AFTER LNDG, HELI PLT LEARNS TFR WAS ISSUED PRIOR TO HIS ARRIVAL, WHICH INCLUDED THE LANDING SITE. PLT IS INFORMED OF TFR BY POLICE OFFICER AT SCENE.

ACN: 778023

Time / Day

Date : 200803

Place

Locale Reference.Airport : MKO.Airport
State Reference : OK
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : TUL.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 4800
Experience.Flight Time.Type : 800
ASRS Report : 778023

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Chart Or Publication
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative

VFR FLT TO ZZZ. AFTER MAKING CONTACT WITH APCH ON THE RETURN LEG THEY ASKED ME TO PHONE THE TWR AFTER I LANDED. I CALLED THEM AFTER I LANDED AND THEY INFORMED ME THAT I OVERFLEW A CTLED FIRING AREA. I DID NOT PULL NOTAMS FOR MKO FOR THIS FLT BECAUSE I WAS NOT PLANNING TO LAND THERE. THE CFA WAS LISTED UNDER THE D-NOTAMS FOR MKO. I REVIEWED THE

NOTAMS FOR MKO AFTER I ARRIVED BACK TO BASE, AND I CALLED FSS TO CHK ON THE STATUS OF THIS NOTAM. INITIALLY THE FSS BRIEFER DID NOT HAVE ANY NOTAMS FOR THE VICINITY OF MKO, BUT THEN CALLED ME BACK LATER TO GIVE ME THE DETAILS OF THIS NOTAM. THIS NOTAM WAS LISTED WITH FSS AS AN 'OTHER' NOTAM AND THE BRIEFER SAID HE MISSED IT THE FIRST TIME. I HAVE ADVISED OTHER PLTS AT THE BASE OF THE LOCATION FOR GETTING NOTAMS FOR THIS CFA.

Synopsis

A PILOT REPORTS OVERFLYING A CONTROLLED FIRING NEAR MKO LISTED UNDER THE D NOTAMS. REPORTER DID NOT CHECK NOTAMS AND FSS HAD DIFFICULTY FINDING IT.

ACN: 776546

Time / Day

Date : 200802

Place

Locale Reference.Airport : OAJ.Airport
State Reference : NC
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Other : Military
Make Model Name : Sikorsky Helicopter Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Ground : Position And Hold

Person : 1

Affiliation.Government : Military
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 776546

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE CONDUCTING MULTIPLE TAKEOFFS AND LANDINGS ON RUNWAY 23 AT OAJ, WE WERE ON FINAL APPROACH TO RUNWAY 23. A CRJ AIRCRAFT WAS WAITING AT THE HOLD SHORT. WE TURNED FINAL AND MADE A CALL. WE RAISED THE NOSE OF THE AIRCRAFT TO SLOW DOWN TO LAND NEAR THE RUNWAY

NUMBERS. WHILE SLOWING DOWN IN A NOSE HIGH ATTITUDE, WE HEARD THE CRJ SAY THAT HE WAS GOING TO POSITION AND HOLD ON RWY 23. I DO NOT KNOW WHY AN AIRCRAFT WOULD EVER POSITION AND HOLD ON A NON-TOWERED AIRPORT, BUT HE DID. MAYBE HE WAS IN A HURRY TO DEPART AND AWAITING A CLEARANCE FROM WILMINGTON APPROACH. IT WAS CLEAR THAT HE HAD NO IDEA ABOUT ANY OTHER AIRCRAFT OTHER THAN HIS OWN. HE OBVIOUSLY DID NOT CHECK THE FINAL APPROACH CORRIDOR FOR RWY 23 BECAUSE IT WOULD BE DIFFICULT FOR HIM TO MISS A 70000 LB HELICOPTER ON FINAL APPROACH. BECAUSE HE TOOK THE RUNWAY EXACTLY WHERE WE WERE GOING TO LAND, WE WERE FORCED TO ABORT OUR LNDG. THIS IS A DANGEROUS MANEUVER GIVEN THE SLOW AIRSPEED AND LOW ALTITUDE IN A LARGE HELICOPTER. HAD WE NOT ABORTED THIS LANDING, THERE WOULD HAVE BEEN A COLLISION AND LIKELY A LOSS OF SEVERAL LIVES. FEDERAL AVIATION REGULATION 91.113 SAYS THAT THE AIRCRAFT ON FINAL HAS THE RIGHT OF WAY. THIS GUY CLEARLY CUT ME OFF WHEN I WAS ON FINAL. THESE CRJ AIRCRAFT THAT ARE OPERATING AT OAJ ARE A DANGER TO THEMSELVES AND OTHERS. THEY ALWAYS FLY IFR AND ARE USED TO THE CONTROLLERS TELLING THEM WHERE THEY ARE AND WHAT TO DO. THEY NEED TO BE TRAINED IN NON-TOWERED OPERATIONS BEFORE THEY CAUSE AN ACCIDENT HERE OR SOMEWHERE ELSE.

Synopsis

CH-53 PILOT REPORTS CRJ200 TAXI INTO POSITION AND HOLD AS HE IS ON SHORT FINAL FOR RWY 23 AT OAJ, CAUSING GAR.

ACN: 766748

Time / Day

Date : 200712
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : ZZZ.BCSTN
State Reference : US
Altitude.MSL.Single Value : 3600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : Agusta Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Cockpit Window

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 6500
Experience.Flight Time.Type : 11
ASRS Report : 766748

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Chart Or Publication
Problem Areas : Maintenance Human Performance

Situations

Publication : Service Bulletin

Narrative

WHILE IN CRUISE FLT AT 3699 FT MSL DOING AN INFLT MAIN ROTOR TRACKING, THE PLT'S DOOR WINDOW EXPLOSIVELY POPPED OUT. THIS FLT WAS ONLY THE SECOND FLT AFTER A ONE YEAR COMPLETION. THE WINDOW (SEAL) WAS REPLACED UNDER AN AUGUSTA BULLETIN 139-087. I FORWARDED PICTURES TO AUGUSTA ENGINEERS IN HOPES THAT THEY WILL FIND A SOLUTION, AS THIS IS NOT THIS FIRST TIME THIS HAS HAPPENED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED THAT ON HELICOPTERS, THE CAPTAIN'S SEAT IS THE RIGHT FWD SEAT POSITION, NOT THE LEFT SIDE. THE WINDOW THAT EXPLOSIVELY POPPED OUT WAS THE RIGHT FWD SIDE WINDOW NEXT TO THE CAPTAIN'S SEAT. THIS SAME WINDOW AND PRESSURE SEAL WAS RECENTLY REPLACED UNDER AN AGUSTA SVC BULLETIN # 139-087. REPORTER STATED HE BELIEVES THE OTHER WINDOWS IN THIS ROTORCRAFT HAVE THE SAME DESIGN INSTALLATION AS THE PILOT'S SIDE WINDOW THAT UTILIZE ONLY A PRESSURE SEAL TO SECURE THE WINDOWS IN PLACE. THE SERVICE CEILING OF THIS HELICOPTER IS 20000 FT. AGUSTA ENGINEERS TOOK THE LEFT AND RIGHT ENTRY DOORS FOR EVALUATION. THE MFG BELIEVES THE PRESSURE SEAL CAN BE INSTALLED BACKWARDS WHEN FOLLOWING THE SERVICE BULLETIN PROCEDURES. LANGUAGE TRANSLATIONS AND INTERPRETATION OF THE MAINT MANUAL IS AN ONGOING CONCERN. FURTHER ANALYSIS OF THE SEAL INSTALLATION WILL BE CONDUCTED. REPORTER ALSO STATED HIS COMPANY HELICOPTER DOES NOT HAVE THE TRADITIONAL FWD AND AFT SLIDING ENTRY DOORS, BUT ACTUAL HINGE TYPE DOORS. HOWEVER, THE DOORS ON THE AW-139 ARE NOT DESIGNED FOR EMERGENCY EXITING, ONLY THE WINDOWS ARE AND THIS IS ACCOMPLISHED BY REMOVING A STRING CORD AROUND THE WINDOW(S) AND PUSHING OUTWARD FOR EGRESS. THE OLDER TYPE -76 HELICOPTERS USED THE SLIDING ENTRY DOORS AS EMERGENCY EGRESS BECAUSE THE WINDOWS WERE RIVETED OR SCREWED IN PLACE. THIS NEWER AW-139 ROTORCRAFT CAN CARRY 15 PASSENGERS IN A HIGH DENSITY CONFIGURATION. AW-139'S USED FOR OFFSHORE ARE EQUIPPED WITH FLOATATION BAGS AROUND DIFFERENT AREAS OF THE FUSELAGE THAT ARE ACTIVATED BY WATER CONTACT WHEN THE ARMING SWITCH IS ON.

Synopsis

AN AGUSTA AW-139 EXECUTIVE HELICOPTER CAPTAIN'S RIGHT DOOR WINDOW EXPLOSIVELY POPPED OUT IN FLIGHT AT 3600 FT.

ACN: 762154

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 70

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Personal
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 1900
Experience.Flight Time.Type : 1200
ASRS Report : 762154

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS THE PNF IN AN R44 WHEN WE APCHED ZZZ ARPT. AFTER CALLING L BASE TO RWY XX AND FINAL, WE AIR TAXIED DOWN THE RWY AT 70 FT. AFTER ABOUT

1 MIN, WE NOTICED A CIRRUS PASSING UNDERNEATH US ON LNDG ROLLOUT. AFTER EXITING THE HELI, THE CIRRUS PLT PROCEEDED TO PHYSICALLY AND VERBALLY ASSAULT ME. HE CLAIMED THAT WE 'CUT HIM OFF' ON FINAL AND HE HAD THE RIGHT OF WAY. WE NEVER SAW OR HEARD HIM. HE PUT US IN A DANGEROUS SITUATION JUST TO DRIVE HOME A POINT! THE LCL FSDO HAS BEEN NOTIFIED.

Synopsis

R44 PNF REPORTS CIRRUS LANDING BENEATH THEM AS THEY AIR TAXI AT 70 FEET DOWN THE RWY AFTER ARRIVAL. PILOT Y IS IRATE ABOUT BEING 'CUT OFF' AND PHYSICALLY AND VERBALLY ASSAULTS THE R44 FLT CREW.

ACN: 758248

Time / Day

Date : 200710
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : OR3.Airport
State Reference : LA
Altitude.MSL.Single Value : 600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger/Kiowa/206
Flight Phase.Descent : Approach

Aircraft : 2

Make Model Name : Bell Helicopter Textron Undifferentiated or Other Model
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 7500
Experience.Flight Time.Type : 4000
ASRS Report : 7582488

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 150

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

HELI LNDG ABBEVILLE LA OR3. I HAD 122.80 UNICOM TUNED UP 15 MI OUT AND MONITORING. AT 10 MI I MADE MY INITIAL CALL FOR APCH TO LAND, FOLLOWED BY A 5 MI AND A 2 1/2 MI. I HAD PICKED UP A SPORADIC TARGET ON TCAS AT 5

MI AT APPROX MY 7 O'CLOCK POS. NO OTHER ACFT HAD MADE A CALL TO LAND OR TRANSITION THE AREA. RIGHT AFTER MY 2 1/2 MI CALL TCAS SOUNDED THE TFC ALERT WITH TARGET DEAD OVER MY POS. I LOOKED UP SLIGHTLY L TO NOTICE ANOTHER BELL HELI ABOUT 200 FT AWAY AND SLIGHTLY ABOVE TRANSITING FROM MY BACK L TO FORWARD R. I IMMEDIATELY DID A DSNDING L TURN TO DECONFLICT WITH TFC. THE TFC CONTINUED ON ITS COURSE UNALTERED. I COMPLETED MY APCH TO ENTER THE DOWNWIND AND LAND. THE OTHER ACFT NEVER MADE A CALL.

Synopsis

BELL PILOT REPORTS CONFLICT WITH ANOTHER HELICOPTER DURING ENTRY TO TRAFFIC PATTERN AT OR3. TCAS SOUNDS ALERT AND REPORTER IS ABLE TO DE-CONFLICT THE SITUATION.

ACN: 757604

Time / Day

Date : 200710
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : Bell 47
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 16700
Experience.Flight Time.Type : 1500
ASRS Report : 757604

Events

Anomaly.Inflight Encounter.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable

Assessments

Problem Areas : FAA

Situations

Narrative

APCHING TO LAND AT ZZZ, I LISTENED TO THE ATIS. IT SOUNDED LIKE ATIS MUMBLED SOMETHING ABOUT A TFR AT ABC STADIUM. THAT WAS CONFUSING -- I THOUGHT ABC STADIUM WAS IN ANOTHER PART OF THE COUNTRY. THERE WERE NO TFR'S LISTED IN MY BRIEFING, SO I CONTACTED FSS RADIO FOR AN UPDATE. THEY HAD NO TFR LISTING FOR ABC STADIUM, NOR FOR ANYPLACE IN THE AREA. I DIALED UP ATIS AGAIN, THEN DIALED IN APCH AND ASKED WHERE THE TFR WAS. DEF STADIUM. AND, 'IT IS STANDARD TFR FOR WHEN THERE'S A GAME.' PEACHY. I DON'T HAVE THE VAGUEST IDEA WHAT DEF STADIUM IS, MUCH LESS WHERE IT IS. I KNOW OF NO FAA REPOSITORY OF SPORTING EVENTS SCHEDULES ACCESSIBLE TO A PLT DURING FLT BRIEFING. I HAD NO WAY OF KNOWING WHAT KIND OF GAME MIGHT BE ON, THAT THERE WAS A GAME ON, THAT A TFR WOULD BE IN EFFECT FOR MY ARR TIME, OR EVEN WHERE THE TFR WAS. DEF STADIUM ISN'T ON THE SECTIONAL CHART, NOR ON THE CLASS B CHART. HOW CAN I AVOID WHAT I DON'T KNOW I HAVE TO AVOID IF I CAN'T FIND OUT WHEN I HAVE TO AVOID IT OR WHERE IS IT? SO APCH GAVE ME A SQUAWK AND HELD MY HAND UNTIL I GOT TO ZZZ. THANK YOU, APCH. THERE HAS BEEN A LOT OF BAD PUBLICITY LATELY ABOUT TFR INCURSIONS. GEE, I WONDER WHY?

Synopsis

HELI PLT COMPLAINS ABOUT DIFFICULTY OF DETERMINING TIME AND LOCATION OF STADIUM TFR'S.

ACN: 756614

Time / Day

Date : 200710

Place

Locale Reference.Airport : EWR.Airport

State Reference : NY

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : EWR.Tower

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Phase.Climbout : Initial

Flight Phase.Climbout : Takeoff

Flight Phase.Cruise : Level

Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.Tower : EWR.Tower

Make Model Name : Helicopter

Person : 1

Affiliation.Government : FAA

Function.Controller : Local

Qualification.Controller : Non Radar

Experience.Controller.Limited Radar : 16

Experience.Controller.Time Certified In Position1 : 10

ASRS Report : 756614

Events

Anomaly.Other Anomaly.Other

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Airspace Structure

Problem Areas : FAA

Situations

ATC Facility.Procedure Or Policy : EWR.Tower

Narrative

TFR'S ARE PUT INTO EFFECT WITH LITTLE TO NO GUIDANCE GIVEN TO THE AIR TFC CTLRS RESPONSIBLE FOR THIS AIRSPACE. THERE ARE NO SOP'S AND THE MAJORITY OF INSTRUCTIONS ARE ISSUED ON THE FLY. VOLUME IS EXTREMELY HIGH IN WHAT IS NORMALLY A VERY TIGHT SELF-ANNOUNCED UNICOM CORRIDOR, YET PLTS EXPECT AND SOME CTLRS BELIEVE THEY SHOULD BE PROVIDING RADAR SVCS. THIS IS A DAUNTING AND EXTREMELY DANGEROUS TASK AND IN MY OPINION HAS CREATED A VERY DANGEROUS SITUATION FOR THE PLTS INVOLVED AND A VERY COMPROMISING SITUATION FOR THE AIR TFC CTLRS THAT ARE EXPECTED TO POLICE THE MAYHEM THAT ENSUES. AT NO TIME HAS ANYONE WHO WILL BE RESPONSIBLE FOR MANNING THIS RADAR POS BEEN CONSULTED AS TO WHAT WOULD LEAD TO A SAFE AND ORDERLY PROC AS IT RELATES TO THIS TFR.

Synopsis

EWR CTLR DESCRIBED ANNUAL TFR EVENT THAT IS INITIATED WITH LITTLE GUIDANCE RESULTING IN VARIED EXPECTATIONS AS TO ATC'S ROLE.

ACN: 754875

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 10

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : AS 350 Astar/Ecureuil
Operating Under FAR Part : Part 135
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 82
Experience.Flight Time.Total : 4890
Experience.Flight Time.Type : 980
ASRS Report : 754875

Events

Anomaly.Ground Encounters : FOD
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

I WAS ACFT 1 OF 2 ACFT RESPONDING TO A VEHICLE ACCIDENT LOCATED ON THE INTERSTATE. THE SECOND ACFT WAS APPROX 1/2 MI BEHIND ME. APPROX 4-5 MI FROM THE ACCIDENT SCENE, I ESTABLISHED RADIO CONTACT WITH THE INCIDENT COMMANDER ON SCENE. HE DESCRIBED THE LNDG AREA AND RELAYED INSTRUCTIONS. I ORBITED THE AREA CONDUCTING MY AERIAL RECONNAISSANCE

OF THE AREA, BRIEFED THE MEDICAL CREW, AND ESTABLISHED MYSELF ON FINAL LNDG TO THE W. MY LNDG AREA WAS ON THE HWY BTWN THE AMBULANCE, TO THE W, AND A POLICE SQUAD CAR TO THE E. OVER THE LNDG AREA, APPROX 10 FT AGL, I INFORMED THE MEDICAL CREW THAT I WAS GOING TO TURN THE ACFT 90 DEGS TO THE R THEREBY BEING ABLE TO OBSERVE BOTH LANES OF TFC AND OBSERVE THE INBOUND SECOND ACFT. ONCE I COMPLETED MY TURN, THE MEDICAL CREW MEMBER ON THE L SIDE OF THE ACFT INFORMED ME I NEEDED TO SLIDE FURTHER L AS THERE WAS A SNOW MARKER, APPROX 5 FT, CLOSE TO THE ACFT TAIL AREA. I SLID ANOTHER 2-3 FT TO THE L AND BEGAN TO LAND WHEN I FELT A MOMENTARY 'ABRUPT' VIBRATION IN THE PEDALS. I LANDED THE ACFT WITHOUT FURTHER INCIDENT AND SHUT THE ACFT DOWN NORMALLY. POSTFLT INSPECTION REVEALED A BENT TAIL ROTOR STRIKE TAB ON ONE END OF THE TAIL ROTOR. THE ON-SCENE GND PERSONNEL NOTED THAT WHEN I GOT CLOSE TO THE GND THE SNOW MARKER BEGAN TO WIGGLE AND WAS PULLED INTO THE TAIL ROTOR. ANOTHER ACFT WAS CALLED TO TRANSPORT THE PATIENT AND THE ACFT WAS NOT FLOWN UNTIL THE TAIL ROTOR GEAR BOX AND TAIL ROTOR WERE REPLACED.

Synopsis

AS 350 PLT WAS MAKING A CONTROLLED, OFF-ARPT LNDG WHEN THE TAIL ROTOR PULLED AN OBJECT INTO THE ROTOR ASSEMBLY, CAUSING ROTOR DAMAGE.

ACN: 752926

Time / Day

Date : 200709
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : A109
Operating Under FAR Part : Part 135
Flight Phase.Cruise : Level

Aircraft : 2

Make Model Name : Bonanza 35
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 4250
Experience.Flight Time.Type : 60
ASRS Report : 752926

Assessments

Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative

WHILE FLYING ON A HDG OF NE (APPROX 060 DEGS MAGNETIC) TO THE MEDICAL CTR HELI LNDG PADS, A BEECHCRAFT BONANZA WAS FLYING ON A CONVERGING COURSE AND SIGHTED BY ME FROM MY ACFT AT ABOUT 4 O'CLOCK LOW POS AND ABOUT A COMBINED DISTANCE OF 600 FT. THE RATE OF CONVERGENCE WAS SO QUICK THAT THERE WAS NO TIME TO TAKE ACTION AS THE BONANZA PASSED BELOW ME WITHIN 300 FT AND APPEARED AGAIN ON THE L SIDE PROBABLY FLYING TOWARD ZZZ. THE BONANZA WAS LIKELY ON A HDG OF NW TO N. I WAS NOT ON A FLT PLAN, BUT WAS LISTENING TO THE NEAREST CTL TWR. THE OTHER ACFT MAY HAVE BEEN TUNED TO ANOTHER FREQ. I WAS IN ON THE MEDICAL

XFER LEG OF A CRITICALLY ILL PATIENT AND WAS GOING TO BE ENTERING THE
CTLED AIRSPACE OF ZZZ SO I HAD NO TIME TO VERIFY THE IDENTITY OF THE
OTHER ACFT. I BELIEVE THE OTHER ACFT WAS PROBABLY FLYING AT AN MSL ALT
OF ABOUT 1500 FT.

Synopsis

AN A109 HELI PLT, FLYING VFR, EXPERIENCES NMAC WITH ANOTHER AIRCRAFT.

ACN: 751411

Time / Day

Date : 200708
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AMA.Airport
State Reference : TX
Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : AMA.TRACON
Operator.General Aviation : Corporate
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Controlling Facilities.TRACON : AMA.TRACON
Make Model Name : Cessna Citation Undifferentiated or Other Model
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 600
ASRS Report : 751411

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach
Qualification.Controller : Radar

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 500

Assessments

Problem Areas : ATC Human Performance

Narrative

I CONTACTED AMA APCH CTL AT ERICA INTXN (4200 FT MSL -- HELI) INBOUND TO AMA WITH REQUEST TO OVERFLY RECONNAISSANCE LOCATION (FUTURE LNDG ZONE) LOCATED ON LOOP 335 NEAR RACE TRACK (APPROX 3-4 NM S OF ARPT) AND RETURN TO ARPT FOR RAMP LNDG. APCH CTL ADVISED REMAIN CLR OF CLASS C, PROCEED TOWARD RECONNAISSANCE AREA. I ADVISED APCH CTLR LOCATION OF RECONNAISSANCE AREA WITH CLASS C AIRSPACE. APCH CTLR ISSUED PROCEED TO RECONNAISSANCE AREA REMAIN CLR OF RWY 31 APCH PATH. I ADVISED APCH CTLR RECONNAISSANCE LOCATION WAS 12 O'CLOCK POS, 3 MI AND WOULD REQUIRE XING RWY 31 APCH PATH. APCH CTLR REPLIED 'UNABLE' WITH NO FURTHER INSTRUCTION. I BROUGHT HELI TO HOVER AT 4200 FT MSL AND REQUESTED CROSS AMA MIDFIELD AND PROCEED PARALLEL RWY 22 (CLOSED FOR TXWY REPAIR). AFTER APPROX 30-45 SECOND DELAY, APCH CTLR ISSUED CLB TO 5500 FT MSL OR ABOVE AND PROCEED DIRECT TO RECONNAISSANCE LOCATION. I CLBED INITIALLY TO 5700 FT AND PROCEEDED DIRECT RECONNAISSANCE LOCATION AT 5500 FT MSL. APCH CTLR ISSUED CITATION TFC INBOUND FROM W AT 6000 FT MSL. I RESPONDED SEARCHING. CITATION RESPONDED DO NOT HAVE TFC. I OBSERVED CITATION APPROX 1 MI W ON COLLISION COURSE SLIGHTLY ABOVE THE HELI. I ADVISED CTLR CITATION WAS IN SIGHT AND I WAS DSNDRG FOR CONFLICT. I TOOK EVASIVE ACTION BY ENTERING RAPID DSCNT TO 4800 FT MSL. CTLR ADVISED DELETE ALT RESTR. UPON REACHING RECONNAISSANCE AREA I MADE 2 ORBITS AT 4200 FT MSL, ADVISED APCH CTLR READY TO PROCEED TO ARPT RAMP, I WAS ADVISED CONTACT TWR, AND WAS CLRED BY TWR FOR DIRECT RETURN TO RAMP FOR LNDG. THE APCH CTLR WAS WORKING SEVERAL MIL TRAINING ACFT AND LIMITED TO A SINGLE RWY 31/13 DUE TO CONSTRUCTION CLOSING RWY 22/4. DUE TO THE RECONNAISSANCE NATURE OF THE OVERFLT, I WAS UNABLE TO PROVIDE A 'RADAR SCREEN OR OVERLAY IDENTIFIABLE' SPECIFIC LOCATION OTHER THAN A CULTURAL (ROAD/LANDMARK) REF AND AN APPROX BEARING AND DISTANCE FROM MY ACFT. IN MY OPINION, THE BEST PROC WAS TO HAND MY ACFT OFF TO THE TWR CTLR UPON REACHING THE INNER CLASS C AIRSPACE WITH CONTINUED LOW LEVEL FLT (4200 FT MSL) ACROSS THE FIRST THIRD OR MIDFIELD POINT OF RWY 31/13 DIRECT TO THE RECONNAISSANCE LOCATION TO AVOID FIXED WING TFC FLOW. I BELIEVE THE APCH CTLR WAS FRUSTRATED WITH PRESSURE OF MULTIPLE MIL TRAINING FLTS COMPRESSED ONTO RWY 31 AS WELL AS THE POS OF MY ACFT WHICH WAS DICTATED BY THE INITIAL INSTRUCTION TO REMAIN CLR OF THE INNER CLASS C AIRSPACE AND THE RESULTING NEED TO CROSS THE APCH PATH FOR RWY 31 TO PROCEED TO THE RECONNAISSANCE LOCATION.

Synopsis

HELI PLT DESCRIBED CONFLICT AT 5500 INBOUND TO AMA WHEN APCH CTL HANDLING REPORTEDLY CONTRIBUTED TO INCIDENT.

ACN: 750664

Time / Day

Date : 200708
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 700

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Flight Phase.Descent : Approach
Route In Use.Approach : Straight In

Person : 1

Affiliation.Company : Corporate
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 800
Experience.Flight Time.Type : 800
ASRS Report : 750664

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Horizontal : 30
Miss Distance.Vertical : 5

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE FLYING NW AT APPROX 700 FT AGL THE DA40 CROSSED OUR PATH, L TO R, APPROX 30 FT AHEAD, AND 5 FT BELOW THE MAIN ROTOR OF THE HELI. I BELIEVE THE WINGS OF THE ACFT MAY HAVE EVEN PASSED BELOW THE MAIN ROTOR. THE DA40 WAS IN A BLIND SPOT ON THE HELI (BEHIND THE L-HAND DOOR FRAME) AND COULD NOT BE SEEN UNTIL IT PASSED. I DIDN'T HAVE TIME TO TAKE ANY EVASIVE ACTION. THE DA40 PASSED TOO QUICKLY. THERE WERE SEVERAL FACTORS WHICH CONTRIBUTED TO THIS NEAR MISS. 1) WE WERE XING THE FINAL APCH PATH FOR RWY 4 AT ZZZ HOWEVER WE WERE 4 MI AWAY AND BELOW TFC PATTERN ALT (TPA). ALTHOUGH WE WERE SCANNING FOR TFC, WE COULD NOT SEE THE DA40 AS IT WAS IN A BLIND SPOT. 2) THE DA40 WAS NOT TALKING ON THE CORRECT FREQ FOR ZZZ. AFTER CONFRONTING THE OTHER PLT, I DISCOVERED HE WAS MAKING RADIO CALLS ON THE ARPT'S OLD CTAF FREQ. (CURRENTLY IT IS UP-TO-DATE ON CHARTS AND THE ARPT FACILITIES DIRECTORY.) 3) THE DA40 WAS NOT ABOVE TPA PRIOR TO ENTRY AS THE AIM SUGGESTS. FURTHER, THE DA40 DID NOT FLY A TFC PATTERN, HE LANDED STRAIGHT IN. 4) UPON CONFRONTING THE DA40 PLT, HE CLRLY DEMONSTRATED 2 OF THE HAZARDOUS ATTITUDES LISTED IN MULTIPLE FAA PUBS: MACHO AND INVULNERABILITY. I BELIEVE THE ONLY WAY TO PREVENT THIS TYPE OF INCIDENT FROM HAPPENING AGAIN WOULD BE FOR THE DA40 PLT TO RECEIVE REMEDIAL TRAINING ON ARPT TFC PATTERN OPS, AND THE IMPORTANCE OF USING AN UP-TO-DATE CHART AND ARPT FACILITIES DIRECTORY FOR PREFLT PLANNING.

Synopsis

HELICOPTER PILOT REPORTS NMAC AT 700 FEET AGL WITH DA40 FLYING STRAIGHT IN VISUAL TO ZZZ.

ACN: 748135

Time / Day

Date : 200708
Local Time Of Day : 1801 To 2400

Place

State Reference : NC
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger Undifferentiated or Other Model
Operating Under FAR Part : Part 135
Flight Phase.Ground : Parked

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 8566
Experience.Flight Time.Type : 475
ASRS Report : 748135

Person : 2

Affiliation.Company : Air Taxi
Function.Flight Crew : First Officer
Function.Instruction : Trainee

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS TRAINING A PLT (CAPT) FOR A 2 PLT EMS HELI OP ON THE BELL 430. WE HAD JUST COMPLETED A SIMULATED SINGLE ENG LNDG AND HAD MOVED OFF

THE RWY TO THE GRASS JUST OFF A TXWY. THE CAPT TRAINEE WAS ON THE CTLS AND HE DID NOT CALL FOR THE AFTER LNDG CHKLIST, NOR DID I AS THE TRAINING CAPT REMIND HIM TO DO SO. WHILE REPOSITIONING TO THE GRASS I GLANCED AT THE AUTOMATED FLT CTL SYS MODE SELECT PANEL TO SEE IF THE AUTOMATED FLT CTL SYS WAS IN STABILITY AUGMENTATION OR AUTOPLT. I SAW THE GREEN STABILITY AUGMENTATION LIGHT ON. WHILE I FUNCTIONED AS THE SIC THE CAPT DIRECTED ME TO SET UP THE RADIOS FOR OUR DEP AND NEXT ARR. WHILE DOING SO, HE (STILL IN COMMAND OF THE FLT CTLS) WAS VERIFYING WHAT I HAD DONE. HE MUST HAVE LET GO OF THE CTLS. NEXT THING I KNEW I HEARD LOUD POUNDING AND GRABBED FOR THE FLT CTLS. I FOUND THE CYCLIC CTL TO BE NEARLY FULL FORWARD. I SUSPECTED THE ROTOR SYS HAD COME IN CONTACT WITH THE UPPER WIRE CUTTER ASSEMBLY. UPON SHUTDOWN AND INSPECTION I CONFIRMED THIS. AS IS ALWAYS THE CASE, SEVERAL THINGS LED TO THIS INCIDENT: 1) WHEN I LOOKED AT THE AUTOMATED FLT CTL SYS MODE PANEL AND SAW THE GREEN STABILITY AUGMENTATION LIGHT ON, I ASSUMED THE PLT HAD TURNED THE AUTOPLT OFF AND ENGAGED STABILITY AUGMENTATION. HE HAD NOT. HE WAS HOLDING THE CYCLIC FORCE TRIM BUTTON DOWN. THIS CAUSES THE AUTOMATED FLT CTL SYS TO REVERT TO STABILITY AUGMENTATION FROM AUTOPLT ONLY WHILE THE BUTTON IS BEING HELD DOWN. 2) THE AUTOPLT, STILL BEING ENGAGED DROVE THE CYCLIC FORWARD IN AN ATTEMPT TO FOLLOW THE LAST ASSIGNED DUTY, A DSCNT. 3) I DIDN'T FOLLOW UP ON THE 'CAPT' TO ENSURE HE CALLED FOR THE AFTER LNDG CHKLIST. 4) EVEN THOUGH WE HAD BRIEFED A 3-WAY FLT CTL EXCHANGE, THE CAPT LET GO OF THE CTLS WITHOUT TELLING ME. IN THE DARK COCKPIT, I DIDN'T NOTICE THIS. 5) THE HOSPITAL BASED EMS PROGRAM ACFT WAS OTS, SO I WAS UNDER (SELF-IMPOSED) PRESSURE TO TRAIN SEVERAL REPLACEMENTS TO GET THE PROGRAM BACK IN SVC QUICKLY. 6) UNDER THIS SELF-IMPOSED PRESSURE, I HAD BEEN WORKING 6 DAYS WITH EACH DAY BEING MORE THAN 11 HRS, AND IN SOME CASES, 14 HR DUTY DAYS WHILE CONDUCTING GND AND FLT TRAINING. BTWN THE 2 DAYS PRIOR TO THE INCIDENT AND THE DAY OF THE INCIDENT, I HAD FLOWN 18.3 HRS. 7) TEMPS HAD BEEN MID 80'S TO MID 90'S WITH HIGH HUMIDITY. 8) THE NIGHT BEFORE THE INCIDENT, I HAD DEVELOPED A SORE THROAT AND SOUR STOMACH RESULTING IN A FITFUL NIGHT'S SLEEP. THERE ARE ENOUGH LINKS IN THIS CHAIN TO BUILD 2 MISHAPS MUCH LESS THE ONE THAT HAPPENED.

Synopsis

BELL 430 INSTRUCTOR RPTS ROTOR DAMAGE AFTER SIMULATED ENG OUT LNDG WHEN CYCLIC IS RELEASED WITH AUTOPLT ENGAGED.

ACN: 747455

Time / Day

Date : 200707
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HDC.Airport
State Reference : OH
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : F-28 Enstrom Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Roll
Route In Use.Approach : Traffic Pattern
Route In Use.Approach : Visual

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Cessna 150
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around

Component : 1

Aircraft Component : VHF

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 2000
ASRS Report : 747455

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Unable
Miss Distance.Horizontal : 75
Miss Distance.Vertical : 200

Assessments

Problem Areas : Aircraft
Problem Areas : Airport

Narrative

CLR SUNNY DAY, PERFECT VISIBILITY. HAVING RADIO PROBS SO NO COM.
ENTERED A R PATTERN FOR RWY NUMBERS OPPOSITE OF L-HAND FIXED WING
PATTERN SO WE COULD SEE ONCOMING TFC. AFTER LNDG ON RWY NUMBERS A
C150 OVERFLEW US TO THE L AND ABORTED THE LNDG. ALL 3 PLTS, EVEN
THOUGH LOOKING, DIDN'T SEE EACH OTHER.

Synopsis

EN28 WITH RADIO PROBLEMS LANDS TOWARDS ONCOMING TRAFFIC AND
EXPERIENCES NEAR COLLISION WITH C150 ARRIVING THE OPPOSITE DIRECTION.

ACN: 746945

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Hiller Helicopter, Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Component : 1

Aircraft Component : Main Rotor RPM Indication

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 1301
Experience.Flight Time.Type : 25
ASRS Report : 746945

Person : 2

Affiliation.Other : Personal
Function.Instruction : Trainee

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Rotor RPM
Independent Detector.Other.Flight CrewA : 2
Resolutive Action.Flight Crew : Landed In Emergency Condition
Resolutive Action.Flight Crew : Regained Aircraft Control

Assessments

Problem Areas : Aircraft

Narrative

MY STUDENT WAS FLYING THE ACFT, APCHING THE ARPT FOR PATTERN WORK. THE STUDENT DIRECTED MY ATTN TO THE ROTOR RPM, WHICH WAS BEGINNING TO DECAY. I IMMEDIATELY TOOK THE CTLS, LOWERING THE COLLECTIVE TO THE FULL DOWN POS AS THE ROTOR RPM DROPPED BELOW THE GREEN ARC. AT THE SAME TIME I BANKED THE ACFT TO THE L IN AN ATTEMPT TO INCREASE ROTOR RPM AND HEAD TOWARDS A SUITABLE LNDG AREA. I CALLED OUT MY LOCATION TO TWR AT THE SAME TIME AND TOLD THEM I WAS MAKING AN EMER LNDG. A POLICE HELI WAS IN THE AREA AND IMMEDIATELY HEADED IN OUR DIRECTION. MY ATTEMPT TO REGAIN ROTOR RPM WAS UNSUCCESSFUL DESPITE CORRECTIVE ACTION AND IT BECAME EVIDENT THAT THE INSTRUMENT HAD FAILED. I EXITED THE AUTOROTATION AND BEGAN A NORMAL APCH WITH PWR. AT THIS TIME WE WERE APPROX 300 FT AGL AND I WAS UNABLE TO JUDGE EXACTLY WHERE THE ROTOR RPM WAS WITHOUT A WORKING TACH. THE ENG RPM SHOWED THE ENG WAS PRODUCING PWR AND WAS ABOVE THE RED LINE. WITHOUT A GOVERNOR EQUIPPED ON THE ACFT IT WAS UNKNOWN IF THE ROTOR RPM WAS STILL CORRELATED WITH THE ENG. I REDUCED ENG RPM TO BRING IT BACK TO THE GREEN ARC AND FELT A LIGHT BUFFET BEGIN TO DEVELOP SO I RETURNED THE THROTTLE TO THE SETTING WHICH HAD BEEN WORKING WELL. I THEN LANDED THE ACFT IN AN UNOCCUPIED LIVESTOCK FIELD USING A RUN-ON LNDG AT APPROX 15 KTS. THERE WAS NO DAMAGE TO THE ACFT, FIELD OR OCCUPANTS. AFTER SHUTTING DOWN WE FOUND THAT THE PLUG FOR THE ROTOR RPM TACH HAD COME LOOSE AND DISCONNECTED. THE ROTOR RPM NEEDLE DECAYED SLOWLY, AS IF THERE WAS AN ACTUAL MECHANICAL PROB. THE ONLY CORRECTIVE ACTION POSSIBLE WAS TO LOWER THE COLLECTIVE AND THEN IDENT IF IT WAS AN INSTRUMENT ERROR OR NOT. WITH THE ENG PRODUCING PWR, A DRIVE SHAFT FAILURE WAS STILL A POSSIBILITY. THE STUDENT HELPED ME BY POINTING OUT ENG INSTS THAT WERE EXCEEDING LIMITATIONS. HIS ATTN TO THE INSTRUMENTATION WAS EXCELLENT.

Synopsis

A HILLER 12B ROTOR TACH GEN CABLE BECAME UNPLUGGED GIVING THE APPEARANCE OF ROTOR FAILURE. A SAFE LANDING WAS ACCOMPLISHED.

ACN: 742691

Time / Day

Date : 200706
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 89
Experience.Flight Time.Total : 650
Experience.Flight Time.Type : 200
ASRS Report : 742691

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Inflight Encounter.Other
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative

I WAS TRAVELING OVER THE WATER ALONG COASTLINE AT ABOUT 115 KTS. A MAN WITH A LARGE SURF FISHING ROD CAST HIS LURE OUT TO SEA AND HIT THE HELI, BREAKING PLT SIDE PLEXIGLAS WINDOW AND COSMETIC DAMAGE TO MAST FAIRING. NO ONE WAS INJURED, NO LOSS OF CTLS. SO I PROCEEDED BACK TO ARPT.

Synopsis

AN R44 HELICOPTER PILOT'S SIDE GLASS WINDOW WAS BROKEN BY A SURF FISHING ROD WEIGHT AT LOW ALT ALONG THE COASTLINE.

ACN: 739628

Time / Day

Date : 200705
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : OPF.Airport
State Reference : FL
Altitude.AGL.Single Value : 350

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : MIA.TRACON
Controlling Facilities.Tower : OPF.Tower
Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Controlling Facilities.TRACON : MIA.TRACON
Controlling Facilities.Tower : OPF.Tower
Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 3

Controlling Facilities.TRACON : MIA.TRACON
Controlling Facilities.Tower : OPF.Tower
Make Model Name : MD-500MG
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 23
Experience.Flight Time.Total : 512
Experience.Flight Time.Type : 350
ASRS Report : 739628

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Total : 5300
Experience.Flight Time.Type : 1300
ASRS Report : 739409

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 2
Miss Distance.Vertical : 250

Assessments

Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative

DEPARTED OPF IN FLT OF 2 HELIS. WE WERE IN FORMATION AND I WAS SECOND AND AT THE 5 O'CLOCK POS TO HELI #1. WE DEPARTED DUE E AND PLANNED TO FLY IN FORMATION 90 DEGS TO COASTLINE AND TURN S ENRTE. I WAS ON TWR FREQ AND HEARD ANOTHER HELI RPT TO TWR HE WAS FOLLOWING US OUTBOUND. APPROX 3 MI FROM BEACH AND 12 MI FROM OPF FIELD, I NOTICED WITHOUT WARNING A BLACK HUGHES 500 COME FROM NOWHERE AND WAS OVER ME AND TO MY R CLOSING IN. HE WAS FILMING VIDEO. HE BUSTED OUR FORMATION WITHOUT WARNING AND I DSNDDED TO AVOID A DANGEROUS CONDITION. I COULDN'T SEE HIS WHEREABOUTS AND WE WERE NOT COMMUNICATING AT TIME ON RADIO. I WOUND UP APPROX 350 FT AGL OVER BEACH AREA, MIAMI. THERE WAS NO ACCIDENT AND NO ONE TO MY KNOWLEDGE COMPLAINED. HE THEN LEFT AREA. I REGAINED ALT. SUPPLEMENTAL INFO FROM ACN 739409: I WAS LEAD HELI OF A FLT OF 2 ROBINSON R44'S WHICH DEPARTED OPF ON A TRAINING FLT. WE DEPARTED DUE E WITH A PLANNED TURN S OFFSHORE. WE PLANNED TO FOLLOW THE SHORELINE S TO MTH. PRIOR TO REACHING THE SHORELINE, A THIRD HELI (HUGHES 500) BROKE OUR FORMATION TO VIDEO OUR FLT. THE THIRD HELI FLEW WITHIN 100 FT, BEHIND, BESIDE AND ABOVE OUR FORMATION. THIS CONFLICTED WITH OUR FORMATION CAUSING ONE R44 TO DSND TO 300 FT OVER BEACHES TO AVOID COLLISION HAZARD. ALTHOUGH THE THIRD HELI WAS IN RADIO CONTACT, HE WAS NOT BRIEFED PRIOR TO THE FLT. HE SEEMED MORE INTERESTED IN OBTAINING GOOD VIDEO THAN FLT SAFETY. ALL PLTS MUST UNDERSTAND RULES OF FORMATION FLYING AND RECEIVE FLT BRIEFINGS AS WELL AS AN INVITATION PRIOR TO FLT.

Synopsis

FORMATION FLT OF TWO HELICOPTERS IS INTERCEPTED BY A THIRD TAKING VIDEO. RESULTING PROXIMITY CAUSES ONE OF FORMATION TO DESCEND TO 300 AGL OVER POPULATED BEACHES.

ACN: 739357

Time / Day

Date : 200705
Day : Mon

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 150

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Government.Other
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 114
Experience.Flight Time.Total : 1776
Experience.Flight Time.Type : 1398
ASRS Report : 739357

Events

Anomaly.Inflight Encounter.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE ON A POLICE PATROL FLT IN THE X VALLEY, I ENTERED A CANYON FROM THE W FOR A FAMILIARIZATION FLT LEG. I MADE A DSNDING L TURN BACK TOWARD THE W, AND BEGAN FOLLOWING THE WASH TO EXIT THE CANYON WBOUND. I FELT WHAT I BELIEVED TO BE A BIRD STRIKE ON THE ACFT. I ASSESSED THE CTL FEEDBACKS AND SCANNED THE INST PANEL. I NOTED NOTHING UNUSUAL IN THE CYCLIC, COLLECTIVE, OR PEDAL CTLS. THERE WAS NO VIBRATION, BUFFETING, OR STIFFNESS, AND ALL ENG, PWR, AND XMISSION

GAUGES WERE IN THEIR NORMAL RANGES. I MADE THE DECISION TO LAND AT ZZZ TO INSPECT THE ACFT. I CONTACTED THE ZZZ ATC TWR AND REQUESTED LNDG. ZZZ TWR CLRED ME TO LAND AT THE HELIPADS. I ENTERED A L BASE LEG AND LANDED WITHOUT INCIDENT. ACFT INSPECTION, AND A SUBSEQUENT DEPT INVESTIGATION, REVEALED I HAD STRUCK A RESIDENTIAL PWR LINE. I BELIEVE THIS INCIDENT WAS CAUSED BY A COMBINATION OF MY UNFAMILIARITY WITH THE STRING OF PWR LINES, AND MY LOW RECONNAISSANCE ALT. A HIGHER ALT WHILE IN UNFAMILIAR TERRITORY WILL PREVENT ANY RECURRENCE.

Synopsis

HELICOPTER PLT WAS FLYING LOW LEVEL AT NIGHT AND STRUCK A POWER LINE.

ACN: 735148

Time / Day

Date : 200704
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : A109
Operating Under FAR Part : Part 135
Navigation In Use.ILS.Localizer & Glide Slope : 13L
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 2900
ASRS Report : 735148

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.ATC Equipment : MSAW
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Controller : Issued Alert
Resolutive Action.Other

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative

I WAS REPOSITIONING FROM THE HOSPITAL ROOF-TOP HELIPAD TO ZZZ, TO HANGAR THE SHIP IN ADVANCE OF SEVERE WX APCHING FROM THE W. DURING VECTORS FOR THE ILS, APCH CTL TOOK ME THROUGH THE COURSE, VERY CLOSE TO THE FAF AT 2400 FT MSL, APPROX 600 FT ABOVE THE GS INTERCEPT ALT. IN AN ATTEMPT TO CAPTURE THE GS AND LOC, WHILE INSIDE THE FAF, I BEGAN A SIGNIFICANT RATE OF DSCNT OF APPROX 1000 FPM. I WAS ABLE TO CAPTURE THE LOC, BUT DSNDED BELOW THE GS WHICH SET OFF THE ATC LOW ALT ALERT. ATC ADVISED ME OF THE ALERT AND I IMMEDIATELY CORRECTED AND CAPTURED THE GS AT APPROX 2 MI FROM THE RWY. I TAKE THE BLAME FOR DSNDDING BELOW THE GS, BUT THERE ARE SOME CONTRIBUTING FACTORS: THE HELI DOES NOT HAVE A 'CAPTURE THE SELECTED ALT' CAPABILITY AND IT WON'T CAPTURE THE GS BEFORE CAPTURING THE LOC, MUCH LIKE MOST OTHER FMS/FLT DIRECTOR/AUTOPLT SYS. ATC TURNED ME IN HIGH AND THROUGH THE COURSE. HELIS ARE NOT HIGH PERFORMANCE JETS, I KNOW BECAUSE I'M A FORMER AIRLINE CAPT, AND HELIS DON'T HAVE SIGNIFICANT DRAG DEVICES TO HELP IN THESE INSTANCES. I WILL WATCH OUT FOR THE DEVELOPMENT OF SITUATIONS LIKE THIS IN THE FUTURE, BUT ATC NEEDS TO REALIZE THAT NOT EVERY ACFT THEY ARE HANDLING IS A COMMERCIAL AIRLINER.

Synopsis

A109 PILOT REPORTS BEING VECTORED INSIDE THE FAF 600 FEET ABOVE GS INTERCEPT ALTITUDE. THE ATTEMPT TO SALVAGE THE APPROACH RESULTS IN GOING BELOW THE GS AND SETTING OFF THE CONTROLLER'S MSAW BEFORE FINALLY CAPTURING THE GS AT 2 NM.

ACN: 733182

Time / Day

Date : 200703
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAL.Airport
State Reference : FL
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : TLH.TRACON
Operator.Other : Military
Make Model Name : SA 365 Dauphin 2
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Route In Use.Enroute.Airway : V157 V615.Airway

Aircraft : 2

Controlling Facilities.TRACON : TLH.TRACON
Operator.General Aviation : Personal
Make Model Name : Sail Plane
Operating Under FAR Part : Part 91
Flight Phase.Cruise.Other

Person : 1

Affiliation.Government : Military
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 3270
Experience.Flight Time.Type : 1700
ASRS Report : 733182

Person : 2

Affiliation.Government : Military
Function.Flight Crew : First Officer

Events

Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 50

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative

I WAS THE ACFT COMMANDER OF AN HH-65C HELI. I FILED AN IFR FLT PLAN FROM ZZZ2 TO Ocala INTL/JIM TAYLOR FIELD (OCF). I WAS ASSIGNED 6000 FT, V157 AIRWAY. OVERHEAD LAKELAND VOR (LAL) I DIVERTED ATTN FROM OUTSIDE ACFT TO INSIDE TO TUNE A NEW COURSE FOR AIRWAY AND WAYPOINT INFO, FOR AN AIRWAY COURSE CHANGE. AT THIS TIME I NOTICED A TCAS HIT FOR A TARGET DIRECTLY HEAD-ON. I INFORMED THE COPLT I HAD A TCAS HIT DIRECTLY AHEAD. COPLT SAID HE HAD DEPARTING TFC OFF OF LAKELAND LINDER. ATC HAD NOT GIVEN ANY ADVISORY THAT WE HAD TFC AT OUR ALT. AT THIS TIME OUR TCAS GAVE A WARNING OF TFC. WE NOW HAD A WARNING AND ALT INFO THAT THE TCAS TARGET WAS AT OUR ALT. MY COPLT, FLT MECH, AND MYSELF THEN ACQUIRED THE TFC VISUALLY. MY COPLT STATED THE FOLLOWING: I WAS FOCUSED INITIALLY ON BIZJET TAKING OFF FROM LAKELAND. WHEN FLT MGR SAID HE HAD TFC, I ASSUMED HE SAW THAT SAME JET COMING AROUND (NOT A FACTOR AT ALL, AS HE WAS WAY LOWER). THEN I SAW THE LOW-WING PROP AT OUR ALT FROM THE OPPOSITE DIRECTION. I RECALL MAKING A R TURN TO ENSURE TFC AVOIDANCE. I DON'T BELIEVE HE CAME CLOSER THAN 400-500 FT. THE OTHER ACFT WAS AT OUR SAME ALT (6000 FT MSL). WE WERE UNDER POSITIVE CTL, IFR FLT PLAN, AND ON OUR ASSIGNED ALT.

Synopsis

HH65 FLT CREW REPORTS TCAS EVENT OVER LAL AT 6000 FEET WITH A MOTORIZED GLIDER.

ACN: 714352

Time / Day

Date : 200610
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AGC.Airport
State Reference : PA
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : PIT.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Flight Phase.Cruise : Level

Person : 1

Affiliation.Government : FAA
Function.Controller : Approach
Qualification.Controller : Radar
Experience.Controller.Radar : 18
ASRS Report : 714352

Person : 2

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot

Events

Anomaly.Other Anomaly.Other
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : FAA

Situations

ATC Facility.Radar Equipment : PIT.TRACON

Narrative

THERE ARE 2 OBSTRUCTIONS CONTAINED ON OUR MVA STARS VIDEO MAP THAT ARE NOT ON THE EOVM MAP. IN ADDITION, THERE IS NO ALT INFO ON EITHER

MAP. THIS PROB WAS FIRST WITNESSED WHEN TRYING TO VECTOR A VFR HELI WHO COULD NOT CLB TO THE MVA. THE MAPS SHOULD BE REVIEWED AND THE DISCREPANCIES FIXED. THE OBSTRUCTIONS ARE LOCATED AT THE FOLLOWING RADIAL AND DISTANCE FROM THE AGC VOR: AGC316/003.59 NO MSL ALT ON EOVM, AGC301/012.11 NO MSL ALT ON EOVM.

Synopsis

PIT APCH CTLR EXPRESSED CONCERN REGARDING LACK OF OBSTRUCTION DEPICTIONS ON THE EMER OBSTRUCTION VIDEO MAP (EOVM).

ACN: 706701

Time / Day

Date : 200608
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : A109
Operating Under FAR Part : Part 135

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Navigation In Use.Other : Pilotage
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 500
ASRS Report : 706701

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 3500
Miss Distance.Vertical : 200

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport
Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative

I HAD BEEN CLRED BY THE LCL (TWR) CTLR AT ZZZ TO TRANSITION THE CLASS B AIRSPACE FROM THE MEDICAL CENTER, JUST S OF DOWNTOWN ZZZ, VIA THE FREEWAY NBOUND TO DEST. WHILE ON THIS TRANSITION, ABOUT 1-2 MI W OF ZZZ ARPT, I NOTICED AN ACFT AT MY 1 O'CLOCK POS THAT APPEARED TO BE ON A CONVERGING FLT PATH THAT WAS HEADED APPROX SBOUND. AT THIS TIME I WASN'T SURE IF THE TFC WAS INBOUND TO ZZZ, OR ON A TRANSITION SOMEWHERE ELSE. SOMEWHERE DURING THIS TIME, AN ACFT CALLED TWR AND ASKED IF THEY WERE CLRED TO LAND. THERE WAS NO RESPONSE FROM TWR. I DETERMINED IF I CONTINUED ON MY CURRENT COURSE ALONG THE FREEWAY I WOULD PASS DIRECTLY IN FRONT OF THIS TFC, SO I BEGAN A R TURN TO PASS BEHIND THEM. THIS TFC TURNED OUT TO BE B737 INBOUND TO ZZZ. I DON'T KNOW WHICH RWY, AND AS I TURNED R HE BEGAN HIS L TURN TO FINAL. AGAIN THERE WAS A CALL FROM ANOTHER ACFT (I BELIEVE THE B737) TO TWR ASKING IF THEY WERE CLRED TO LAND. DURING THIS CALL I REALIZED THE ACFT HAD TURNED FINAL TO THE ARPT, AND I BEGAN A L TURN BACK TO THE FREEWAY, AGAIN, TO PASS BEHIND THE ACFT. ABOUT THAT TIME THE TWR CTLR CAME ON THE RADIO CHASTISING ME BECAUSE I WASN'T DIRECTLY OVER THE FREEWAY. SHE TOLD ME SHE NEEDED ME W OF THE FREEWAY AND THAT I WAS E OF IT. (SHE HAD NOT TOLD ME THAT BEFORE). THE B737 ACFT AT ABOUT THIS SAME TIME INITIATED A GAR, AND NOTIFIED THE TWR CTLR THAT HE WAS GOING AROUND. I FELT I NEVER DID HAVE A CHANCE TO ASK THE TWR CTLR ABOUT THE TFC, WHICH HAD NOT BEEN CALLED OUT TO ME, BECAUSE OF THE OTHER ACFT ASKING ABOUT THEIR LNDG CLRNC. I BELIEVE HAD I NOT TURNED R IN THE FIRST PLACE TO AVOID FLT PATH OF THE B737, THERE WOULD PROBABLY HAVE BEEN NO CONFLICT, BUT I HAD NO WAY TO KNOW THAT, AND FELT I HAD TO EXERCISE MY VFR SEE AND AVOID RESPONSIBILITY. ALSO, IF THE TWR CTLR HAD ADVISED ME THAT SHE HAD TFC INBOUND FOR THE RWY EARLIER, I WOULD NOT HAVE HAD TO GUESS AS TO THE INTENTIONS OF THE TFC I OBSERVED ON WHAT APPEARED TO BE A CONFLICTING FLT PATH. IN WAITING FOR THE ACFT ASKING ABOUT THEIR LNDG CLRNC TO GET AN ANSWER, I MISSED THE ONLY CHANCE I HAD TO INQUIRE ABOUT THE OTHER ACFT. I SHOULD HAVE SPOKEN UP IMMEDIATELY. I BELIEVE THE LCL TWR CTLR HAD A CLR PICTURE OF WHERE EVERYONE WAS, AND WHERE THEY WERE GOING AT THE TIME, AND THAT SHE KNEW IF I STAYED DIRECTLY OVER THE FREEWAY I WOULD PASS BEHIND THE

B737, BUT SINCE SHE DIDN'T CALL OUT THIS TFC TO ME, I HAD NO WAY OF KNOWING THIS PLAN. BETTER COMS ALL AROUND WOULD HAVE PREVENTED THIS SITUATION FROM DEVELOPING. I DO NOT BELIEVE AN UNSAFE SITUATION EVER DEVELOPED, HOWEVER, I BELIEVE THE B737 HAD TO NEEDLESSLY DO A GAR BECAUSE OF A LACK OF COM. I AM NOT SURE IF HE DID A GAR BECAUSE OF ME OR NOT, BUT I BELIEVE IT WAS BECAUSE HE NEVER DID RECEIVE HIS LNDG CLRNC. ALSO, ABOUT 10-11 HRS LATER, I HAD OCCASION TO FLY THIS EXACT RTE AGAIN, AND THIS TIME, THE CTLR TOLD ME TO REMAIN E OF THE FREEWAY. APPARENTLY, THE FIRST CTLR EXPECTED ME TO REMAIN W OF THE FREEWAY, BUT NEVER COMMUNICATED THAT TO ME. IN THE FUTURE, I WILL BE MORE PROACTIVE ABOUT ASKING FOR INFO WITH REGARDS TO TFC.

Synopsis

A109 PLT RPTS MISUNDERSTANDING WITH ZZZ TWR CTLR WHILE TRANSITING ZZZ1 CLASS B AIRSPACE.

ACN: 706688

Time / Day

Date : 200608
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Helicopter
Operating Under FAR Part.Other
Flight Phase.Ground : Holding

Person : 1

Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 5200
Experience.Flight Time.Type : 1100
ASRS Report : 706688

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Ground Encounters.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

WHILE FIGHTING A FIRE ON ABC, MESSAGE RELAYED OF POSSIBLE BRUSH FIRE ON CDE. SET DOWN AND STOWED BUCKET FOR RETURN. REFUELED. DURING WAIT FOR FUEL, CALLED FOR BRUSH FIRE ON DEF. TOOK OFF, SCOUTED THE FIRE AND A SUITABLE LNDG PLACE TO CONNECT THE BAMBI BUCKET. I LANDED ON A GRASS FLAT NEAR THE RESERVOIR. I CONNECTED BAMBI BUCKET AND PROCEEDED WITH LOAD DROPS ON THE FIRE. AFTER ABOUT 15-20 MINS, THE

SHIP WAS RELEASED AND THERE WAS A CALL REGARDING POSSIBLE HIKER IN DISTRESS IN THE VALLEY. I RETURNED TO THE RESERVOIR, LANDED INTO WIND, SET DOWN. ROLLED OFF TO IDLE AND FRICTIONED DOWN THE CYCLIC AND COLLECTIVE. I GOT OUT TO DISCONNECT AND RE-STOW THE BUCKET. I DISCONNECTED THE ELECTRICAL CONNECTION AND SLID OFF THE HOOK RING. AS THIS WAS HAPPENING, GUSTING WINDS INCREASED AND THE HELI ROTOR CAUGHT A STRONG ENOUGH GUST THAT IT LEANED BACK. I IMMEDIATELY WENT TO RETURN TO THE CTLS AND I BELIEVE IT WAS HERE THAT THE TAIL ROTOR MADE CONTACT WITH HILL. I LEVELED THE SHIP, WENT TO FLT RPM QUICKLY AND PICKED THE SHIP UP TO THE HOVER TO PREVENT FURTHER DAMAGE. I LOOKED TO THE TAIL ROTOR FOR EFFECT, FELT FOR VIBRATIONS AND DID PEDAL TURNS IN EACH DIRECTION AND DID COLLECTIVE CHANGES. FLT CHARACTERISTICS WERE NOMINAL AND NO SIGNS OF DISTRESS WERE EVIDENT. AT THIS TIME I MADE THE DECISION TO LEAVE THE BUCKET AND RETURN TO REFUEL, INSPECT, AND PROCEED WITH EMER CALL. I RETURNED TO CDE AND LANDED. AFTER SHUTDOWN I COULD SEE THE EXTENT OF THE CONTACT. I CALLED TO RPT WHAT OCCURRED. I WAS RECEIVING RADIO CALLS FOR THE HIKER AND PROCEEDED TO PREPARE THE OTHER HELI RESPONDING TO THAT CALL. I BELIEVE MY THINKING AT THE TIME AT THE RESERVOIR WAS TO NOT COMPOUND MY ERROR ON THE GND WITH FAILING TO RESPOND TO A CALL. (AS I WAS THE ONLY PLT ON DUTY IT WOULD HAVE BEEN LOGISTICALLY DIFFICULT TO HAVE ANOTHER PLT COME IN AND RESPOND BOTH TO THE EMER CALL AND RETURN WITH MECHANICAL EVALUATION FOR ME IN A TIMELY MANNER.) A JUDGEMENT CALL INFLUENCED BY THE FACT THAT THE TAIL ROTOR CONTACT OCCURRED WHILE THE ACFT WAS ON THE GND WITHOUT ME FEELING ITS EFFECT AND ITS REGULAR FLT RESPONSE THEREAFTER.

Synopsis

AN HU369D TAIL ROTOR MADE GND CONTACT WHEN THE ACFT WAS TIPPED BY A WIND GUST WHILE THE PLT WAS OUT OF THE ACFT REMOVING A WATER BUCKET.

ACN: 705364

Time / Day

Date : 200608
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BHM.Airport
State Reference : AL
Altitude.AGL.Single Value : 600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : BHM.Tower
Operator.General Aviation : Corporate
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 5500
Experience.Flight Time.Type : 4250
ASRS Report : 705364

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative

WE DEPARTED, AS USUAL, ALONG THE S SIDE OF THE RIDGELINE. THIS WAS OUR SECOND DEP FROM THIS LOCATION THIS MORNING. AS DEPS AT BHM WERE USING RWY 24, WE HEADED E ALONG THE RIDGELINE. THIS IS IN ACCORDANCE WITH AN (PERHAPS UNOFFICIAL?) LOA FROM ABOUT 4.5 YRS AGO, WITH BIRMINGHAM TWR. IMMEDIATELY UPON LIFTING FROM THE PAD, AND ESTABLISHING SAFE FLT, I CALLED BIRMINGHAM TWR FOR VFR CLRNC TO THE N. THERE WAS NO RESPONSE, SO I WAITED A FEW MORE SECONDS, THINKING MAYBE I WAS NOT YET HIGH ENOUGH ABOVE THE RIDGELINE FOR THEM TO HEAR ME. I TRIED THE SAME CALL AGAIN. IT SOUNDED LIKE I WAS STEPPED ON BY TWR, OR ANOTHER DEPARTING ACFT. THERE WAS CONVERSATION GOING ON ABOUT TAXI-CLRNC FOR ONE OF THE COMMERCIAL JETS PREPARING TO DEPART RWY 6. I WASN'T SURE IF TWR HAD HEARD ME THAT TIME AGAIN OR NOT. TWR SAID SOMETHING TO THE EFFECT OF 2 ACFT READING BACK THAT CLRNC AT ONCE, AND I WAS EXPECTING TO HEAR ONE OR MORE OF THE AIRLINE PLTS TO RE-ACKNOWLEDGE CLRNC, SO I HESITATED TO ENSURE NOT 'WALKING ON THEM' YET AGAIN. AT THIS TIME, THE TWR ANNOUNCED FOR THE ACFT 2 MI S AT 1500 FT TO DECLARE. I WAS JUST ABOUT TO REPEAT AGAIN MY CALL ANYWAY, WHEN THIS HAPPENED. I GAVE THE CALL SIGN, AND REQUESTED VFR CLRNC TO THE N, ETC, AS USUAL. THE TWR CTLR WAS OBVIOUSLY MAD AT THIS TIME ALREADY, AND IT SHOWED. HE STARTED GRIPING ABOUT ME NOT CALLING SOONER. I TRIED TO EXPLAIN TO HIM THAT I HAD ALREADY CALLED LIKE 3 TIMES, WITHOUT SUCCESS. (IT MIGHT HAVE BEEN THRICE, BUT MAYBE ONLY TWICE, I CANNOT RECALL.) HE SAID SOMETHING LIKE THAT WASN'T GOOD ENOUGH, THAT IT WAS 'A LITTLE LATE NOW,' AND THAT I WAS WELL WITHIN CLASS C AIRSPACE (AS IF I DIDN'T KNOW THAT). I THEN TRIED TO TELL HIM THAT I HAD JUST LIFTED (THINKING HE MIGHT HAVE THOUGHT I HAD JUST FLOWN IN FROM THE S WITHOUT MAKING ANY CALLS) AND THAT HE WOULD REALIZE THAT I WASN'T ABLE TO ESTABLISH COMS ANY SOONER, AND THAT IS WHY I WAS SUDDENLY THERE ON HIS RADAR, CLOSE BY IN HIS AIRSPACE. I DO NOT BELIEVE I DID ANYTHING WRONG/ILLEGAL/OR STUPID. YES, IN RETROSPECT, I MIGHT HAVE BEEN MORE 'AGGRESSIVE' GETTING MY CALL THROUGH, BUT AT THAT TIME, I WAS UNSURE IF I COULD DO THAT, SINCE I HAD ALREADY TRIED AT LEAST TWICE, OR MORE, WITHOUT SUCCESS. FURTHERMORE, I WAS ON THE S SIDE OF THE RIDGELINE THAT ENTIRE TIME, AS PER OUR EARLIER AGREEMENT, AND DO NOT KNOW OF ANY OTHER AIR TFC THAT WAS ANYWHERE IN MY VICINITY. I HAVE BEEN DOING THIS MISSION SUCCESSFULLY HERE FOR THE LAST 5 YRS, WITHOUT A PROB, SINCE THAT ONE INITIAL INCIDENT, WHICH LED TO OUR LOA. I WAS IN ACCORDANCE WITH THAT THE WHOLE TIME. I DO NOT KNOW WHAT ELSE I COULD HAVE DONE TO MAKE THIS A BETTER, OR SAFER TRANSITION.

Synopsis

HELI PLT ENTERED CLASS C AT BHM WITHOUT ATC CLRNC DUE TO COM PROBS.

ACN: 704552

Time / Day

Date : 200607
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 500
Altitude.MSL.Single Value : 800

Environment

Flight Conditions : VMC
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Main Rotor Blade

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 2000
Experience.Flight Time.Type : 800
ASRS Report : 704552

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

I WAS ENGAGED IN LCL FLT AT THE ZZZ ARPT IN A ROBINSON R44 HELI. AT APPROX XA54 I LANDED TO SIT OUT A TSTM THAT WAS THREATENING. I BEGAN A NORMAL SHUTDOWN ON THE GND. SUDDENLY AT XA56 WINDS BLEW WITH GREAT FORCE SO I EXPEDITED THE SHUTDOWN. AS THE BLADES SLOWED, IT WAS IMPOSSIBLE TO STOP THE ROTOR DISK FROM TILTING BACKWARDS. HOWEVER, THERE WAS NO INDICATION OF PROBS AND SHUTDOWN (MASTER OFF) WAS COMPLETED APPROPRIATELY. THE STORM RAGED AND AFTER 1 MIN ON THE GND, HAIL BEGAN TO FALL. IT RANGED FROM PEA- TO WALNUT-SIZE PIECES. I CLBED IN THE BACK SEAT OF THE HELI FOR FEAR THE PLEXIGLAS WINDSHIELD WOULD BREAK FROM HAIL. IT DIDN'T. THEN 10 MINS LATER THE STORM WAS OVER. A THOROUGH PREFLT REVEALED SURPRISINGLY LITTLE DAMAGE. ONLY THE TOP OF THE ROTOR APPEARED TO HAVE SLIGHT POCKING. I ELECTED TO FLY THE HELI. STARTUP WAS NORMAL, NOTHING OUT OF THE ORDINARY. 15-20 MINS OF HOVERING AND HOVER-TAXIING REVEALED NO ANOMALIES OR PROBS WITH FLT. A NORMAL TKOF WAS MADE AND THE HELI WAS ACCELERATED TO CRUISE SPD. I THOUGHT, 'THIS HELI IS A MACK TRUCK, TOUGHER THAN NAILS.' AT CRUISE SPD, HOWEVER, I BEGAN TO NOTICE A PECULIAR FORCE CAUSING THE HELI INTO A CRAB. IT DIDN'T WANT TO FLY COORD. I ALSO NOTICED THAT EXCESSIVE CYCLIC WAS REQUIRED FOR STRAIGHT AND LEVEL FLT. I HAD THE SENSE THAT SOMETHING ELSE WAS INCORRECT AND NOTICED THAT THE COCKPIT IN FRONT OF ME WAS BEGINNING TO CHANGE SHAPE -- TO DEFORM AND BEND TO THE SIDE AS IF A SEVERE SIDE-LOAD WAS BEING APPLIED. AN IMMEDIATE LNDG WAS MADE. 3 DAYS LATER, I HAD 2 ROBINSON-CERTIFIED MECHS GO OVER THE HELI. I TOLD THEM THE ABOVE STORY AND THEY CHKED THE MAIN ROTOR SYS AND UPPER DRIVE SHAFT HOUSING. THEY CONCLUDED THAT THE HELI IS AIRWORTHY AND COULD BE FLOWN. AGAIN, I DID A HOVER CHK AND SHOWED THE MECHS HOW EVEN IN A HOVER THE CABIN WAS SHOWING SLIGHT SIGNS OF FLEXING. I EXPLAINED THAT IN FORWARD FLT THIS PHENOMENON WOULD BECOME MORE PRONOUNCED RAPIDLY AND THAT THE HELI WOULD NOT FLY STRAIGHT AND THAT NONSTANDARD CTL POS WOULD BE NECESSARY. THE MECHS SUGGESTED THAT THE STORM GOT ME SPOOKED AND THAT I WAS JUST FOCUSING ON SOMETHING THAT I NEVER NOTICED BEFORE (THE CTRLINE OF THE HELI) AND HAD EXPERIENCED AN 'OPTICAL ILLUSION.' IN TURN, I WAS AMAZED THAT BOTH OF THE MECHS WERE WILLING TO FLY IN THE HELI. I REFUSED, HOWEVER, TO TAKE OFF WITH THEM AS PAX CITING THEIR FAILURE TO FIX ANYTHING. 'REPLACE SOMETHING BROKEN AND I'LL FLY IT.' I ALSO MENTIONED AN NTSB FATAL-ACCIDENT RPT WHERE THE MECH AND PLT GET KILLED DURING A HELI TEST FLT. I HAVE SPENT A COUPLE DAYS REFLECTING ON THIS SITUATION. I MUST CONCLUDE THAT THE MECHS ARE CORRECT WHEN THEY SAY THEY FOUND NOTHING WRONG. (I KNOW, HOWEVER, THEY ARE WRONG ABOUT THIS BEING A PERCEPTUAL ERROR ON MY BEHALF.) SO THE ONLY VISIBLE INDICATION ANYTHING IS WRONG ARE THESE TINY DENTS ALL OVER THE MAIN ROTOR. THE ROTOR, WHILE STATIONARY, WAS PELTED WITH HAIL, QUITE A BIT, I SUPPOSE. THERE ARE A BUNCH OF SPECS IN THE ROBINSON MAINT MANUAL THAT I WAS LOOKING AT TODAY THAT DESCRIBE HOW MUCH DAMAGE MAY BE DONE TO THE ROTOR. HOW BIG A DENT MAY BE. THE MECHS SAY THE BLADES WILL TAKE A LOT OF DENTS AND PRETTY BIG TOO. THEY ARE RIGHT. IT DEPENDS HOW FAR DENT IS IN FROM THE BLADE TIP. MY DAMAGE APPEARS LIKE IT MAY BE IN SPEC THOUGH THIS WAS NOT MEASURED BY ANYONE. WHAT THE MANUAL DOES NOT ADDRESS IS HOW MANY DENTS ARE PERMITTED. I HAVE SO MANY LITTLE DENTS THAT THEY RUN INTO OTHER LITTLE DENTS. I AM WONDERING IF THE CUMULATIVE EFFECT OF ALL THOSE LITTLE DENTS ACT TO CHANGE THE AIRFOIL. IF THE AIRFOIL IS CHANGED IT WOULD BE TO REDUCE THE SIZE OF THE TOP

AIRFOIL RELATIVE TO BOTTOM MAKING A SEMI SYMMETRICAL. THIS CHANGE MAY RESULT IN INCREASED FLAPPING IN FORWARD FLT, CRABBING, AND SEVERE SIDEWAYS FORCES. THE ROBINSON MANUAL ALSO ADDRESSES THE POSSIBILITY THAT DENTS ON THE TOP MAYBE TRANSLATED INTO PROTRUSIONS ON THE BOTTOM OF THE BLADE AND THIS WAS NOT PREVIOUSLY CONSIDERED. HAVING FLOWN THE HELI, I BELIEVE SOMETHING MAY BE SIGNIFICANTLY WRONG AND I AM CONTINUING TO EVALUATE THE DAMAGE AND ITS EFFECT ON THE HELI'S AIRWORTHINESS PRIOR TO FURTHER FLT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT WHEN THE 2 ROBINSON TECHNICIANS RETURNED THE ACFT FOR SVC WITH NO PARTS REPLACEMENT AND NOTHING FOUND WRONG HE THEN REFUSED TO FLY THE ACFT. THE MAIN ROTOR BLADES WERE REMOVED AND SENT TO THE MANUFACTURER FOR INSPECTION AND WERE FOUND UNAIRWORTHY AND SCRAPPED. THE UNBROKEN LINE OF POCK MARKS ON THE LEADING EDGES MADE THE BLADES UNSVCABLE. THE BLADES WERE REPLACED AND THE ACFT FLEW NORMAL IN EVERY RESPECT.

Synopsis

A ROBINSON R44 HELI PARKED DURING A SEVERE TSTM INCURRED HAIL DAMAGE TO THE MAIN ROTOR BLADES. WHEN FLOWN IMMEDIATELY AFTER THE STORM THE ACFT DID NOT FLY PROPERLY.

ACN: 704416

Time / Day

Date : 200607
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Other

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Student
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 110
Experience.Flight Time.Type : 74
ASRS Report : 704416

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Inflight Encounter : Birds
Anomaly.Inflight Encounter.Other
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

I WAS ON FINAL. AS I WAS TERMINATING [APCHING] THE LNDG I WAS XING A SMALL POND. AS I CROSSED THE POND THERE WERE APPARENTLY SOME DUCKS ON THE SHORE. THEY FLEW IN FRONT OF MY WINDSCREEN. I PULLED BACK ON THE CYCLIC AND THE TAIL ROTOR STRUCK THE SURFACE OF THE WATER. I THEN NOSED THE SHIP FORWARD AND LANDED ON THE SHORE WITH MY TAIL CONE STILL PARTIALLY EXTENDED OVER THE WATER.

Synopsis

ROBINSON R44 PLT ENCOUNTERS BIRDS ON APCH.

ACN: 703984

Time / Day

Date : 200607
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Navaid : COL.VOR
State Reference : NJ
Altitude.MSL.Single Value : 1100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Charter
Make Model Name : AS 350 Astar/Ecureuil
Operating Under FAR Part : Part 135
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Fuselage Panel

Person : 1

Affiliation.Company : Charter
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 236
Experience.Flight Time.Total : 1950
Experience.Flight Time.Type : 157
ASRS Report : 703984

Person : 2

Affiliation.Other : Contracted Service
Function.Maintenance : Technician

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged
Consequence.Other
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Inspection

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative

AFTER QUESTIONING MAINT ABOUT SMALL TRANSMISSION OIL LEAK, THE HELI WAS READY FOR FLT. I WAS SCHEDULED FOR A PHOTO FLT. THE PHOTOGRAPHER CAME OUT TO ACFT AND WAS GIVEN SAFETY BRIEFING. APPROX 15 MINS INTO FLT, I HEARD A BANG TO WHICH I LOWERED COLLECTIVE AND SLOWED THE ACFT. I CHKD ENG PARAMETERS AND FLT CTLS TO WHICH I DID NOT FIND ANY ABNORMALITIES. IN ORDER TO MAKE SURE THAT THERE WASN'T ANY DAMAGE TO THE ACFT, I CONTINUED FLT TO THE NEXT APPROVED LNDG SITE, WHERE I PERFORMED A NORMAL APCH AND LNDG. UPON EXITING THE ACFT, I FOUND THAT THE R SIDE TRANSMISSION COWLING WAS NO LONGER ON THE ACFT. THERE WAS A SMALL DENT IN THE HORIZ STABILIZER AND TAIL ROTOR BLADE. MAINT WAS FLOWN TO THE HELI AND DEEMED THAT THE ACFT WOULD BE FLAT BEDDED BACK.

Synopsis

FOLLOWING A MAINT INSPECTION FOR AN OIL LEAK, HELI PLT EXPERIENCES INFLT LOSS OF ASSOCIATED COWLING.

ACN: 701999

Time / Day

Date : 200606
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Navaid : OME.VORTAC
State Reference : AK
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZAN.ARTCC
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 8000
ASRS Report : 701999

Person : 2

Affiliation.Government : FAA
Function.Other Personnel : FSS Specialist

Person : 3

Affiliation.Government : FAA
Function.Controller : Radar

Person : 4

Affiliation.Government : FAA
Function.Other Personnel.Other

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance
Problem Areas : Navigational Facility
Problem Areas : Weather

Narrative

ON ARR AT NOME, HAD EXTREME DIFFICULTY CONTACTING FSS. ATTEMPTED CONTACT ON 123.6. ALSO ATIS WAS DIFFICULT TO UNDERSTAND. I VISITED THE FSS AND EXPRESSED MY CONCERN FOR POOR COM DUE TO THE POOR WX AND MY FLT WOULD BE TO THE E WITH POOR WX IF IT CONTINUED. TWO DAYS LATER, DEPARTED NOME ON AN SVFR CLRNC. AT APPROX 8-10 MI ATTEMPTED TO CALL CLR OF CLASS E SURFACE AREA. I WAS HEARING SOME BROKEN XMISSIONS AND ASSUMED THAT I HAD BEEN RECEIVED. I WAS FLYING AT APPROX 300 FT, 1/2 MI ALONG THE COAST, APPROX 095 DEG RADIAL. I WAS REQUESTED TO CALL NOME FSS BY LANDLINE. I TELEPHONED NOME FSS AND DISCUSSED THE SITUATION. I AGAIN RELAYED MY CONCERNS OF THE POOR COM SITUATION E OF THE NOME CLASS E SURFACE AREA AND APOLOGIZED FOR NOT CONFIRMING THAT I HAD BEEN CLRED/RECEIVED. PROB: ONCE CLRED OF CLASS E SURFACE, I DID NOT FEEL COMFORTABLE TO RE-ENTER AIRSPACE FOR RADIO CALL. I FELT THAT I WAS HEARD CLRING THE AIRSPACE. IT WOULD ALSO REQUIRE HIGHER ALT ATTEMPTS AND INCREASED MANEUVERING IN POOR WX. NO OTHER COM WAS AVAILABLE AWAY FROM NOME. ALL THE ABOVE WAS DISCUSSED WITH NOME FSS. I RELAYED THAT AN RCO OR SOME RELAY SHOULD BE INSTALLED E OF THE NOME CLASS E SURFACE SO ACFT OPERATING AT LOW ALTS COULD COM WITH FSS. DURING THE CONVERSATION WITH FSS, ALL APPEARS TO BE SATISFIED WITH THE PROBABILITY OF NO OTHER ACTION TAKEN BY THE FAA. IN FACT, I WAS TOLD THAT THIS CONVERSATION DOES NOT NEED TO BE ON A RECORDED LINE AND WAS GIVEN TELEPHONE NUMBER FOR DISCUSSION. ORIGINAL CALL WAS ON A DIFFERENT TELEPHONE NUMBER WHICH I WAS TOLD WAS BEING RECORDED. NO COM DURING POOR WX AND A REQUIREMENT TO CLR AIRSPACE DEVELOPS SITUATIONS FOR PLTS THAT COULD CONTRIBUTE TO AN ACCIDENT. A HELI PLT MANEUVERING FOR HIGHER ALTS, DIFFERENT POS, CHANGING FREQS AND CTLING HIS ACFT IN MARGINAL CONDITIONS IS A DIFFICULT TASK. COM SYS AT NOME SHOULD POSSIBLY BE REVIEWED.

Synopsis

A PLT NOTES THAT VHF RADIO CONTACT CANNOT BE MAINTAINED IN CLASS E AIRSPACE E OF OME ALLOWING PLTS TO CANCEL SVFR.

ACN: 701930

Time / Day

Date : 200607
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : ZZZ.VOR
State Reference : US
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : A109
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Intermediate Altitude

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 10500
Experience.Flight Time.Type : 150
ASRS Report : 701930

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WE HAD STARTED OUR WORK DAY EARLY WITH A BODY RECOVERY. RETURNING LATER THAT AFTERNOON, WITH NO PATIENTS ON BOARD THE ACFT, WE (THE CREW) WANTED TO LOOK AT THE MORNING RECOVERY AREA FROM ALT. THE RECOVERY HAD TAKEN PLACE NEAR 8700 FT LEVEL, SO WE FLEW OVER THE AREA CLOSE TO 10000 FT. UPON LEAVING THE AREA WE CLBED TO ABOUT 11000 FT TO

CLEAR THE W RIDGELINE. I DID NOT KNOW ABOUT A HIKING TRAIL TRAVERSING THAT WESTERN RIDGE. IT RUNS NEARLY THE COMPLETE RIDGELINE, A DISTANCE OF 2-3 MI. AS WE WERE NEARING THE RIDGE, WE NOTICED A NUMBER OF HIKERS ALONG THE RIDGELINE TRAIL, BUT WITH OUR FAST CLOSURE RATE IT WAS UNAVOIDABLE THAT WE FLEW NEAR A COUPLE HIKERS AS WE CLEARED THE RIDGE.

Synopsis

AGUSTA 109 PLT FLIES BELOW FAR REQUIRED CLRNC ALT IN MOUNTAINOUS AREA.

ACN: 701708

Time / Day

Date : 200606
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PSP.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PSP.Tower
Operator.General Aviation : Corporate
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Component : 1

Aircraft Component : Tail Rotor

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 4000
Experience.Flight Time.Type : 3000
ASRS Report : 701708

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters : Vehicle
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I USED A PWRED CART TO MOVE THE HELI OUT OF THE HANGAR. WHEN I DISCONNECTED THE CART, I DID NOT MOVE THE CART FAR ENOUGH AWAY FROM THE HELI AND THE CTL CABLE OF THE CART CAME UP AND HIT THE TAIL ROTOR. I SET THE HELI DOWN WITHOUT A PROB AND ARRANGED TO HAVE THE TAIL ROTOR INSPECTED.

Synopsis

HELI PLT STRIKES A PWR CART WITH THE TAIL ROTOR.

ACN: 700880

Time / Day

Date : 200606
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY
Altitude.MSL.Single Value : 95

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : JFK.Tower
Operator.Common Carrier : Charter
Make Model Name : AS 355 Twinstar
Operating Under FAR Part : Part 135
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Charter
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 2150
Experience.Flight Time.Type : 100
ASRS Report : 700880

Person : 2

Affiliation.Company : Charter
Function.Other Personnel : Dispatcher

Person : 3

Function.Other Personnel.Other

Person : 4

Affiliation.Company : Air Carrier
Function.Other Personnel.Other

Person : 5

Affiliation.Company : Charter
Function.Other Personnel.Other

Events

Anomaly.Ground Encounters.Other
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly.Other
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative

I WAS DISPATCHED ON A FLT BY OUR COMPANY LICENSED DISPATCHER IN AN AS355 HELI. I WAS TO PICK UP 1 PAX AT XA50. WHEN DISCUSSING THE NATURE OF THE FLT, I LET THE DISPATCHER KNOW THAT I WAS FAMILIAR WITH THE LOCATION OF THE RACE TRACK, AS I HAD FLOWN OVER IT NUMEROUS TIMES BEFORE, BUT I DID NOT KNOW WHERE THE ACTUAL LNDG ZONE WAS LOCATED ON THE TRACK FACILITY. THE DISPATCHER THEN SENT ME AN E-MAIL OF A DETAILED PICTURE WITH AN ARROW DRAWN INDICATING THE LNDG ZONE AND TOLD ME THAT WE HAVE PERMISSION TO LAND AT THE SOCCER FIELD SHOWN IN THE PICTURE. WHEN I ARRIVED AT THE SITE AT XA45, I FLEW 2 HIGH RECONNAISSANCE ORBITS AT 500 FT TO MAKE SURE I WAS AT THE RIGHT LNDG SITE AND HAD THE APPROPRIATE ELEMENTS FOR AN OFF-SITE LNDG. WHEN I ESTABLISHED THAT I WAS AT THE RIGHT SITE, I FLEW MY LOW RECONNAISSANCE AT 300 FT. AT THAT TIME I REALIZED THAT THE LNDG SITE I WAS GIVEN WAS PART OF SCHOOL PROPERTY. I MADE 1 OTHER LOW RECONNAISSANCE ORBIT TO MAKE SURE THAT THERE WERE NO KIDS OR PEOPLE IN THE FIELD AND THAT THE SITE WAS SAFE FOR LNDG. I CAME AROUND AND MADE A LESS THAN STEEP APCH TO THE SITE AND LANDED THE HELI IN THE FIELD. ONCE I LANDED, THE SCHOOL SUPERINTENDENT, A FEW OTHER SCHOOL PERSONNEL AND A POLICE OFFICER ARRIVED AT THE SITE AND CAME TO THE HELI. I SPOKE TO BOTH THE OFFICER AND SUPERINTENDENT AND TOLD THEM WHAT I WAS DOING THERE. I SHOWED THEM THE PICTURE SENT BY DISPATCH OF THE LNDG SITE AND EXPLAINED TO THEM THAT I WOULD HAVE NEVER LANDED ON THE FIELD IF I SAW KIDS PLAYING. MY PAX ALSO ARRIVED TO THE SITE AND WAS LET IN TO THE FIELD TO BOARD THE HELI. AT THAT TIME THE POLICE OFFICER GAVE ME PERMISSION TO DEPART THE FIELD. I MADE SURE ALL PEOPLE WERE CLR OF THE HELI AND DEPARTED THE SITE. WHEN I LANDED BACK AT BLM, I CALLED THE DIRECTOR OF OPS TO INFORM HIM OF WHAT HAPPENED. HE TOLD ME THAT HE RECEIVED A CALL FROM THE SUPERINTENDENT TELLING HIM THAT THE FAA WAS NOTIFIED. THE DIRECTOR OF OPS ALSO RECEIVED A CALL FROM THE POLICE OFFICER WHO STATED THAT THERE WAS NO DANGER TO PERSON OR PROPERTY AS A RESULT OF MY LNDG. I BELIEVE THAT MISCOM WAS THE LEADING CAUSE OF THIS EVENT. AFTER COMPLETING THE FLT, I LEARNED THAT THE DIRECTOR OF OPS, WHO HAS OPERATIONAL CTL, HAD NOT APPROVED THE FLT AND WAS NOT NOTIFIED THAT IT WAS TO TAKE PLACE. THE DISPATCHER HAD RECEIVED WRONG INFO ABOUT THE LNDG SITE FROM THE RACE TRACK PERSONNEL. AS A RESULT OF THIS INACCURATE INFO, WHICH WAS FORWARDED TO ME BY MY DISPATCHER, I LANDED ON SCHOOL PROPERTY.

Synopsis

PLT OF HELI LANDS ON PUBLIC SCHOOL GROUNDS BASED ON FAULTY INFO FROM
COMPANY DISPATCHER.

ACN: 700652

Time / Day

Date : 200606
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BJC.Airport
State Reference : CO
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : BJC.Tower
Operator.General Aviation : Personal
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Loran

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 3050
Experience.Flight Time.Type : 120
ASRS Report : 700652

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Assessments

Problem Areas : Aircraft
Problem Areas : Chart Or Publication
Problem Areas : Flight Crew Human Performance

Narrative

ENTERED BJC CLASS D INADVERTENTLY. UPON XCHK OF GPS (GARMIN 430) REALIZED FALSE GPS INDICATION. IMMEDIATELY CONTACTED BJC TWR TO NOTIFY AND LEFT CLASS D AIRSPACE TO THE W. ENTERED CLASS D AIRSPACE BY 1.5 - 2.5 MI. LATEST DOWNLOAD FOR GARMIN 430 DOES NOT SHOW CLASS B, CLASS D FOR DENVER AREA. ONE CAUSE TO CONTRIBUTE WAS FIRST FLT AFTER MAINT. I WAS CHKING AUTOPLT, ETC, FOR PROPER OP. DISTR.

Synopsis

THE PLT OF A BELL 206 ENTERED BJC CLASS D AIRSPACE INADVERTENTLY. GPS DID NOT SHOW DEN CLASS B OR D AIRSPACE.

ACN: 700536

Time / Day

Date : 200606
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Navaid : PSC.VOR
State Reference : WA
Altitude.AGL.Single Value : 30

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Model 269A/300/Osage
Operating Under FAR Part : Part 135
Navigation In Use.Other : Pilotage
Flight Phase.Other

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 2350
Experience.Flight Time.Type : 1600
ASRS Report : 700536

Person : 2

Function.Other Personnel.Other

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS CALLED TO PERFORM AN AGRICULTURAL SVC WITH MY HELI FLYING VERY LOW AND SLOW OVER AN ORCHARD. I WAS TOLD TO START AT THE NW CORNER BECAUSE THERE WERE NO WORKERS IN THAT AREA OF THE ORCHARD AND THE WORKERS IN THE OTHER AREA OF THE ORCHARD WOULD LEAVE THE ORCHARD

WHEN I SHOWED UP. I FLEW ONCE OVER THE ORCHARD SO THEY KNEW I WAS THERE AND PROCEEDED TO START AT THE NW CORNER. AFTER A SHORT WHILE I CAME UPON WORKERS IN THE ORCHARD WHO HAD NOT LEFT. APPARENTLY THEY HADN'T BEEN TOLD TO LEAVE WHEN I SHOWED UP. THE TREES HID THE WORKERS UNTIL I CAME UPON THEM. AS SOON AS I SAW THEM I BACKED AWAY. I WENT TO ANOTHER PART OF THE ORCHARD BELIEVING THAT CERTAINLY IT SHOULD BE CLEAR AND IT WASN'T. I PROBABLY SHOULD HAVE ASKED THE OWNER HOW LONG IT WOULD TAKE TO CLEAR THE ORCHARD RATHER THAN BELIEVING THESE WORKERS WOULD IMMEDIATELY LEAVE THE ORCHARD.

Synopsis

A HUGHES 269B PLT ON AN AGRICULTURAL MISSION FLEW TOO CLOSE TO PERSONS ON THE GND.

ACN: 700102

Time / Day

Date : 200606
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 1000
Experience.Flight Time.Type : 850
ASRS Report : 700102

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

WHILE DEMONSTRATING A 360 DEG AUTO ROTATION TO STUDENT FROM 2100 FT TO 1300 FT MSL, MY ANR BATTERY PACK LODGED BTWN COLLECTIVE AND FRICTION. MY INTENT WAS TO STAY OVER OPEN FIELD AND START RECOVERY AT 1300 FT AND ENSURE WE DID NOT GO BELOW 1200 FT MSL. THIS WOULD PUT US 600 FT AGL WITH LOTS OF OPTIONS. AT 1300 FT I TRIED TO RECOVER BUT COULD NOT GET COLLECTIVE UP SUFFICIENT ENOUGH TO STOP DSCNT. I THEN OPTED TO LAND IN PARKING LOT AS IT APPEARED EMPTY AND A SAFER CHOICE. AT 1000 FT MSL THE ANR DISLODGED AND I WAS ABLE TO RECOVER.

Synopsis

SCHWEIZER 269 C INSTRUCTOR PLT AUTO ROTATES BELOW DESIRED ALT.

ACN: 699919

Time / Day

Date : 200606
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Tail Rotor

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 2786
Experience.Flight Time.Type : 360
ASRS Report : 699919

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Flight Crew : Overcame Equipment Problem
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative

I DEPARTED FROM A PVT HELIPORT IN FL, TO THE S AND CLBED SBOUND. ONCE XING OVER THE INTERCOSTALS, I TURNED WBOUND ALONG WHAT IS REFERRED TO AS THE SOUND SIDE (N SIDE) OF NAVARRE BEACH. SHORTLY AFTER LEVELING OFF, I HEARD A NOISE (OR THUMP) AS IF SOMETHING HIT THE ACFT. I IMMEDIATELY ENTERED A DSCNT TO PERFORM A PRECAUTIONARY LNDG TO AN UNPOPULATED SECTION OF THE BEACH. DURING THE DSCNT, I MONITORED ALL INSTS, AND FOUND NOTHING TO BE ABNORMAL, SO I CONTINUED THE APCH AND BEGAN TO BRING THE HELI TO A HOVER AT ABOUT 30 FT AGL AND PERFORM A NORMAL LNDG. AT THIS POINT EVERYTHING APPEARED TO FUNCTION NORMALLY UNTIL THE HELI DECELERATED BELOW A SPD THAT THE VERT STABILIZER WOULD HAVE EFFECT. AT THAT TIME THE HELI BEGAN TO YAW TO THE R, SO I DECIDED TO ROLL THE THROTTLE TO IDLE AND PERFORM A HOVERING AUTOROTATION TO THE LNDG SITE. AFTER COMPLETING AN ACFT SHUTDOWN, I EXITED THE ACFT AND BEGAN TO INVESTIGATE THE PROB. I NOTICED THAT THE TAIL ROTOR GEAR BOX HAD BEEN SEVERED FROM THE ACFT, AND REALIZED THAT THE PELICAN BIRDS THAT WERE IN THE VICINITY OF MY FLT PATH MIGHT HAVE COME IN CONTACT WITH THE TAIL ROTOR, CAUSING ONE TAIL ROTOR BLADE TO DEPART FROM THE TAIL ROTOR ATTACHING POINT, AND SUBSEQUENTLY CAUSED THE REMAINING TAIL ROTOR BLADE TO COME IN CONTACT WITH THE TAIL ROTOR GUARD. ONCE THIS HAPPENED, THE TAIL ROTOR BLADE IMPACTING THE GUARD CAUSED THE GEAR BOX TO SEVER FROM THE TAIL. I THINK IN THIS SITUATION, EXTREME CAUTION SHOULD BE TAKEN WHEN FLYING IN THE VICINITY OF BEACHES. BIRDS HAVE TENDENCIES FOR SOME REASON TO DIVE ON ACFT OR COLLIDE WITH THEM. IN MY SITUATION I WAS FORTUNATE ENOUGH TO SET THE HELI DOWN WITH MINIMAL DAMAGE, AND IN AN AREA WHERE THERE WERE NO PERSONS ON THE BEACH.

Synopsis

FAIRCHILD HILLER FH1100 PLT HAS A BIRD STRIKE AND MAKES A PRECAUTIONARY LNDG.

ACN: 699818

Time / Day

Date : 200606
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SEE.Airport
State Reference : CA
Altitude.AGL.Single Value : 3

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 500
Experience.Flight Time.Type : 200
ASRS Report : 699818

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters : Person
Anomaly.Ground Encounters : Vehicle
Anomaly.Incursion : Taxiway
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Consequence.FAA : Investigated
Miss Distance.Horizontal : 50

Assessments

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

I, THE INSTRUCTOR-PLT OF HELI ACFT X, WAS HOVERING TAXIING INTO THE HELI OPS AREA TO LAND AND I NOTICED A CAR IN OUR RED DANGER ZONE AREA. I STOPPED THE HELI APPROX 50 FT FROM THE E SIDE OF THE CAR AT HELIPAD #9. THE CAR WAS LOCATED AT THE N EDGE OF HELIPAD #7 AND WAS STOPPED WITH HIS VEHICLE IN REVERSE. I WAITED FOR ABOUT 15 SECONDS AND HE DID NOT MOVE. I THEN DECIDED TO LAND THE HELI ON HELIPAD #3 WHEN I SAW THAT HIS REVERSE LIGHTS WERE STILL ILLUMINATED. I HOVERED THE HELI ABOVE HELIPAD #3 WHILE I OBSERVED THE VEHICLE. I THEN NOTICE THAT HE BEGAN BACKING HIS CAR TOWARD MY HOVERING ACFT. FEELING UNSAFE ABOUT THE SITUATION, I HOVERED TAXIING THE ACFT AND REPOSITIONED TO HELIPAD #9 ABOUT 50 FT FROM THE AUTOMOBILE. I FLASHED MY LNDG LIGHT TO ENCOURAGE HIM TO LEAVE THE RED DANGER ZONE AREA. HE CONTINUED TO BACK HIS VEHICLE NNW UNTIL HE WAS LOCATED ON HELIPAD #1, FACING SSE TOWARD HELIPAD #3. I THOUGHT THAT MIGHT HAVE FELT TRAPPED BY THE RUNNING HELI, SO I REPOSITIONED MY ACFT E OF ANOTHER HELI (NOT RUNNING) WHICH WAS PARKED ON HELIPAD #5. AS 30 SECONDS WENT BY HE CONTINUED TO STAY ON HELIPAD #1. I DECIDED TO HOVER TAXI THE HELI BACK TO HELIPAD #3 (MY LNDG SPOT) AND LAND THE ACFT. I PERFORMED THE SHUTDOWN PROCS AND MOTIONED WITH MY HAND TO THE VEHICLE TO LEAVE THE AREA. HE PROCEEDED TO TURN ON HIS HIGH BEAMS WHICH WERE BLINDING ME. HE DROVE HIS CAR FORWARD AND APCHED THE ACFT ON THE L REAR SIDE 8-10 FT FROM THE SPINNING TAIL ROTOR. HE STOPPED HIS VEHICLE ABEAM THE HELI UNDER THE SPINNING ROTOR DISC. THE ROTOR SPD WAS AT 70% RPM. HE EXITED THE VEHICLE AND WALKED COUNTERCLOCKWISE TO STAND BTWN HIS CAR AND THE RUNNING HELI. DURING THIS MOMENT HE WALKED WITHIN 6 FT OF THE TAIL ROTOR AND UNDER THE ROTOR DISC WITHOUT MY PERMISSION. I YELLED REPEATEDLY THAT HE WAS IN DANGER AND NEEDED TO GET AWAY FROM THE ROTORS IMMEDIATE. HE REFUSED AND AFTER SEVERAL ATTEMPTS TO WARN HIM HE MOVED HIS VEHICLE TO IN FRONT OF THE ACFT APPROX 80 FT. HE THEN ILLUMINATED MY COCKPIT WITH HIS HIGH BEAMS BLINDING ME. I CALLED 911 AND ASKED EL CAJON POLICE DEPT TO ASSIST ME BECAUSE THE PERSON APPEARED TO BE EXTREMELY UPSET. THE POLICE ARRIVED, HANDCUFFED THE PERSON, AND I SHUT DOWN THE HELI. A STATEMENT WAS GIVEN TO EL CAJON POLICE DEPT FROM MY STUDENT AND MYSELF. THIS APPEARED TO BE A MISCOM BTWN A GND VEHICLE AND AN ACFT WHILE I WAS TRYING TO LAND.

Synopsis

ROBINSON R44 INSTRUCTOR AND STUDENT ENCOUNTER A VEHICLE WHILE ATTEMPTING TO LAND.

ACN: 698926

Time / Day

Date : 200605
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ1.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.Other : Government
Make Model Name : SA 365 Dauphin 2
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Cessna Single Piston Undifferentiated or Other Model
Operating Under FAR Part : Part 91

Person : 1

Affiliation.Government.Other
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 3000
ASRS Report : 698926

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot

Person : 3

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 175
Miss Distance.Vertical : 0

Assessments

Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative

I WAS ON A MISSION NE OF HOME BASE ZZZ2 AND WAS CANCELED WHILE IN ZZZ1 CLASS B AIRSPACE. I NOTIFIED TWR OF CANCELLATION OF MISSION AND TOLD THEM I WOULD EXIT CLASS B TO THE S AND RETURN TO ZZZ2 GETTING MY OWN CLRNCs. I SWITCHED TO ZZZ2 TWR AND RECEIVED CLRNC INTO CLASS B AIRSPACE. I WAS MONITORING FREEWAY (ZZZ) UNICOM, BUT NOT ANNOUNCING MY PRESENCE. ON THIS OCCASION THERE WERE 3 ACFT IN THE LCL PATTERN (RWY WAS 18L TFC). I WAS E OF THE ARPT HDG ABOUT 200 DEGS APPROX 7 MI FROM ZZZ2 WHEN WE WERE ASSIGNED ANOTHER MISSION WITH AN APPROX HDG OF 310 DEGS. I CHKED OUT WITH ZZZ2 AND SWITCHED TO TRACON TO LET THEM KNOW I WAS NOW A PRIORITY ACFT. I HAD SWITCHED OFF ZZZ UNICOM IN PREPARATION FOR LNDG AT ZZZ2. WHILE CHKING OUT WITH ZZZ2 AND CHKING IN WITH TRACON, I WAS MAKING A R TURN APPROX 3 DEGS PER SECOND. DURING THIS TURN, I PLACED MY ACFT INTO THE PATTERN AREA OF ZZZ. I STARTED THE TURN AND THE RADIO SWITCHES WITHOUT CLRING MYSELF. I SAW THE C172/182(?) IN MY 11:30 O'CLOCK POS, APPROX 150-200 FT AWAY AT MY ALT. I DID NOT HAVE TO TAKE EVASIVE ACTION BECAUSE I BELIEVE THEY ALREADY HAD. I WENT BTWN THE EVADING ACFT AND ANOTHER ACFT CLBING OUT AFTER TKOF. INITIALLY, I ERRONEOUSLY FIGURED I WAS FAR ENOUGH FROM THE PATTERN TO NOT IMPACT IT. I FAILED TO CONSIDER THAT 3 ACFT WOULD EXPAND THE PATTERN. ADDITIONALLY, I STARTED MY TURN FOR THE NEW MISSION WITHOUT FIRST CLRING MYSELF. IN THE FUTURE I WILL ALWAYS ANNOUNCE MY PRESENCE, EVEN TO AN EMPTY PATTERN, AND I WILL GO BACK TO ONE OF THE BASICS THAT EVERY NEW PLT PRACTICES, CLR YOUR AIRSPACE! BOTH ZZZ2 AND TRACON ADVISED ME OF ACFT IN THE ZZZ PATTERN.

Synopsis

S65C EUROCOPTER (AEROSPATIALE) PLT HAS AN NMAC.

ACN: 698534

Time / Day

Date : 200605
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DYL.Airport
State Reference : PA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : PHL.TRACON
Operator.General Aviation : Instructional
Make Model Name : MD-500MG
Operating Under FAR Part : Part 91
Flight Phase.Ground : Preflight

Person : 1

Affiliation.Company : Corporate
Affiliation.Other : Instructional
Function.Flight Crew : Single Pilot
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 105
Experience.Flight Time.Total : 3100
Experience.Flight Time.Type : 650
ASRS Report : 698534

Person : 2

Affiliation.Government : FAA

Person : 3

Function.Other Personnel : FSS Specialist

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative

PLT CALLED BUF FSS AT APPROX XA10 TO CHK ON THE TFR STATUS AT PHL, FOR A FLT FROM LANCASTER (LNS) TO CHESTER COUNTY (40N) TO KENNEDY (JFK) TO LANCASTER (LNS). FSS ADVISED THAT ALL TFR'S WERE CANCELED FOR THE STATE OF PENNSYLVANIA. FLT IMMEDIATELY DEPARTED FROM LNS TO 40N FOR FUEL, AND CONTINUED TO JFK. PLT CONTACTED WILLOW GROVE (NXX) FOR CLRNC THROUGH THE CLASS D AIRSPACE. NXX XFERRED PLT TO PHL (PHL) APCH. APCH ADVISED PLT THAT HE HAD VIOLATED A TFR AND TO IMMEDIATELY LAND AT DOYLESTOWN (DYL). PLT CALLED FSS BY LANDLINE AND FSS ADVISED PLT THAT THE TFR WAS CANCELED BY THE FAA AND, APPROX 45 MINS LATER, THE FAA REINSTATED THE TFR. TO PREVENT FUTURE OCCURRENCES, THE FAA SHOULD NOT CANCEL A TFR AND THEN REINSTATE THE SAME TFR WHILE THE PLT IS CONDUCTING A FLT.

Synopsis

HUGHES 500 PLT ENTERS A TFR DURING TRANSIT OF THE PHL AREA.

ACN: 697950

Time / Day

Date : 200605
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 20

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Supplemental Landing Gear

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 8950
Experience.Flight Time.Type : 300
ASRS Report : 697950

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative

ON A FLT FROM ZZZ1 ENRTE TO ZZZ IN AN HU-269/300 HELI, A WHEEL BREAKER BAR USED TO ROTATE THE ATTACHED WHEELS FOR MOVEMENT OF THE HELI ON THE GND FOR REPOS PURPOSES (STATIC HELI OPS) DEPARTED THE HELI AND WAS LOST. NORMALLY THIS 3 1/2 FT LONG TUBULAR BAR IS STOWED ALONG SIDE THE R STEP AREA ABOVE THE R LNDG SKID OF THE HELI AND SECURED WITH A PIN AT THE HANDLE END AND BY PLACING THE OPPOSITE END THROUGH A DESIGNATED RECEIVER/HOLE TO SECURE IT. PRIOR TO DEPARTING ZZZ1, A WALKAROUND OF THE HELI WAS CONDUCTED AND THE BAR APPEARED TO BE PROPERLY SECURED. UPON ARR AT ZZZ, BAR IN QUESTION WAS MISSING. SEARCH OF THE LNDG AREA AT ZZZ AS WELL AS HOVERING/TKOF AREA AT ZZZ1 REVEALED NO BAR. NO DAMAGE TO HELI RESULTED.

Synopsis

AN HU-269-300 HAD A TIRE BREAKER BAR DEPART THE ACFT. SAFETY PIN TO SECURE BAR WAS NOT NOTED MISSING ON PREFLT INSPECTION.

ACN: 697626

Time / Day

Date : 200605
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BIF.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ELP.TRACON
Operator.General Aviation : Corporate
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 1300
Experience.Flight Time.Type : 310
ASRS Report : 697626

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Person : 3

Affiliation.Government : FAA

Events

Anomaly.Airspace Violation : Entry
Anomaly.Incursion : Landing Without Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative

ON A FERRY FLT IN A HELI (ROBINSON R44) FROM CA TO IN. NEEDED TO MAKE A FUEL STOP IN EL PASO, TX. 20 MI OUT (NW) CONTACTED ELP APCH CTL. ADVISED LOCATION AND ALT (7500 FT MSL) APCH RESPONDED AND GAVE US A SQUAWK CODE. CONTINUED TOWARDS THE ARPT. AT APPROX 8 MI OUT CONTACTED APCH CTL AGAIN TO ADVISE OUR POS. (UP TO THIS TIME APCH NEVER CONTACTED US.) APCH TOLD US TO SWITCH TO TWR FREQ. AT THIS TIME I WAS USING A GARMIN 420 GPS AND EL PASO SECTIONAL FOR NAV. CALLED TWR TO ADVISE THEM OF MY LOCATION AND INTENTIONS OF LNDG. TWR ASK WHAT WE NEEDED. TOLD THEM WE NEEDED FUEL. THEY ASK WHERE ON THE ARPT WE WANTED TO GO. I TOLD THEM WE WERE UNFAMILIAR WITH THE FIELD. TWR SAID THERE WAS AN FBO ON ONE END OF FIELD AND ANOTHER AT THE BASE OF THE TWR. I TOLD THEM I WOULD GO TO THE ONE AT THE BASE OF THE TWR. TWR ASK IF I COULD SEE THE TWR AND IF SO HEAD TOWARDS IT. AT THIS TIME I WAS USING OUTSIDE REFS. (I WAS ALSO THINKING ABOUT WHY APCH NEVER GAVE US ANY TYPE OF VECTORS.) NOW WE WERE ABOUT 4 MI N OF THE FIELD. I TOLD TWR I HAD THE TWR IN SIGHT AND WE WERE CLRED TO LAND. AS I STARTED MY DSCNT TWR ADVISED OF TFC. I LOOKED FOR TFC BUT DID NOT SEE ANY. I CONTINUED MY APCH TO THE BASE OF THE TWR. UPON LNDG I COULD HEAR ELP TWR TRYING TO CONTACT US. AT FIRST I COULD NOT REACH THEM AND SOON REALIZED IT WAS BECAUSE WE HAD LANDED AT BIGGS AIR FORCE BASE. I CONTACTED BIGGS TWR. AFTER DISCUSSING THE SITUATION WITH THEM WE WERE CLRED FOR TKOF TO ELP.

Synopsis

R44 PLT INADVERTENTLY LANDS AT BIF VICE ELP DURING APCH FOR LNDG.

ACN: 697606

Time / Day

Date : 200605
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : SA318 Alouette II
Operating Under FAR Part : Part 91
Flight Phase.Ground : Parked

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 11300
Experience.Flight Time.Type : 1500
ASRS Report : 697606

Person : 2

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Physical Injury

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

WE GAVE A BRIEFING TO THE 3 RIDERS ABOUT BOARDING THE HELI BY THE PLT ASSISTANT MR X. LOAD PERSONNEL MR Y LOADED THE ACFT. AFTER A \$10, 2 MIN RIDE THE HELI LANDED. UPON EXIT, MR Z STOOD ON THE HELI FLOOR, LEANED

OUT THE DOOR, RAISED HIS HAND TO WAVE AND JUMPED OUTWARD AND UPWARD IN THE AIR. THE ROTOR BLADE CONTACTED HIS HAND. THE PLT, MR W, DID NOT SEE MR Z RAISE HIS HAND AND DID NOT SEE THE CONTACT WITH THE MAIN ROTOR BLADE AND SHUT DOWN THE HELI AT THIS TIME. THE INJURY APPEARED TO BE IN THE FINGERS ONLY AND ONLY 2 FINGERS WITH SOME BLEEDING. THE INJURY DID NOT APPEAR TO BE SERIOUS.

Synopsis

ALOUETTE-2 PLT HAS A PAX RAISE HIS HAND AND RECEIVE AN INJURY TO HIS FINGERS BY THE MAIN ROTOR BLADE.

ACN: 696198

Time / Day

Date : 200605
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1100

Environment

Light : Night

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Robinson R22
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 3000
Experience.Flight Time.Type : 3000
ASRS Report : 696198

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Landed As Precaution

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I AM A HELI FLT INSTRUCTOR WHO WAS GIVING ACTIVE FLT INSTRUCTION TO A STUDENT PREPARING FOR A CHK RIDE THIS WK. WE TRAVELED TO THIS PUBLIC USE ARPT (HELIPORT) IN A RURAL AREA WITH NO CELESTIAL LIGHTS, WHICH MAKES IT GOOD FOR NIGHT APCHS TO AN ELEVATED HELIPAD, LIGHTED ROOFTOP WHICH HAS ITS OWN APCH VASI LIGHT. A COMPETITOR OF MINE MANAGES THIS ARPT. UPON MAKING A RADIO CALL WITH OUR TAIL NUMBER AND SHOOTING AN APCH TO LNDG ON THE HELIPAD THE MGR SHUT OFF ALL OF HIS HOUSE LIGHTS AND CAME INTO HIS HANGAR ADJACENT TO THE AREA OF THE HELIPAD. THE MGR STOOD IN THE DOOR AND WATCHED US FLY 2 COMPLETE PATTERNS/APCHS TO THE HELIPAD. ON THE THIRD APCH WHILE ON SHORT FINAL APPROX 200 FT AGL -- 400-500 FT HORIZONTALLY AWAY FROM THE ROOF TOP, HE SHUT OFF ALL THE PWR TO THE ROOF HELIPAD AND THE RWY LIGHTS. I IMMEDIATELY GRABBED THE CTLs AND DIVERTED OUR APCH TO A LNDG ON THE GND. THIS ARPT HAS NO CELESTIAL LIGHTS AND IS VERY, VERY DARK. WITH ONLY OUR ACFT LNDG LIGHTS WE SAFELY LANDED ON THE GND. MY STUDENT MADE NUMEROUS ATTEMPTS TO ACTIVATE BOTH THE HELIPAD AND RWY LIGHTS ON TWO DIFFERENT FREQS. NUMEROUS ATTEMPTS WERE MADE VIA RADIO TO CONTACT THE ARPT MGR WHO WAS STANDING IN THE DOOR OF THE HANGAR WATCHING US. HE MADE NO RESPONSE AT ALL ON THE RADIO. AFTER FURTHER ATTEMPTS OF ACTIVATING ANY OF THE LIGHTS WITH NO RESULTS, NO RADIO RESPONSE, WE DEPARTED THE AREA TO CONTINUE NIGHT TRAINING ELSEWHERE. I FEEL THE INTENTIONAL ACT OF TURNING OFF PWR TO THE HELIPAD AND RWY LIGHTS PUT US IN DANGER WHICH COULD HAVE LED TO AN ACCIDENT IF DONE TO A LOW TIME PLT, WITH LOW NIGHT FLT EXPERIENCE. MY STUDENT WAS VERY SHAKEN UP BY THIS. IT IS MY OPINION THAT THIS WAS A DELIBERATE ACT IN AN ATTEMPT TO MAKE US UNWELCOME TO USE THIS PUBLIC USE ARPT. THIS COULD HAVE CAUSED A CATASTROPHIC ACCIDENT AND WAS TOTALLY PREVENTABLE.

Synopsis

ROBINSON R22 INSTRUCTOR AND STUDENT, WHILE DOING NIGHT PRACTICE LNDG HAVE THE HELIPAD LIGHTS TURNED OFF DURING A LOW APCH.

ACN: 695596

Time / Day

Date : 200604
Day : Mon
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Make Model Name : AS 350 Astar/Ecureuil
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Compressor Bleed Valve

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 4000
Experience.Flight Time.Type : 250
ASRS Report : 695596

Person : 2

Affiliation.Company : Air Carrier
Function.Other Personnel.Other

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative

I WAS THE NIGHT DUTY PLT. WE WERE DISPATCHED FOR AN INTERHOSPITAL TRANSPORT AT ABOUT XXXX. DURING TKOF I NOTICED NG AND T4 WERE RELATIVELY HIGH FOR THE TORQUE SETTING AND THE BLEED VALVE HAD FAILED TO CLOSE. WE NOTIFIED DISPATCH WE WOULD BE ABORTING THE MISSION AND RETURNED TO THE HELIPAD WITHOUT INCIDENT. FLT TIME WAS SEVEN MINS. I CONTACTED THE ON CALL MECH, WHO HAPPENED TO BE THE COMPANY DIRECTOR OF MAINT. HE TOLD ME THE BLEED VALVE HAD BEEN REMOVED FOR MAINT TWO DAYS BEFORE. AND TO CHECK IT FOR LOOSE AIR LINES. I AM ALSO AN A&P MECH. I LOCATED A LOOSE AIR LINE FITTING ON THE BLEED VALVE AND TIGHTENED IT. I PERFORMED A FLT CHECK AND FOUND THE BLEED VALVE TO BE OPERATING 1% NG OUTSIDE THE LIMITS ALLOWED BY THE ENG MANUAL. I RECORDED THE POWER CHECK AND BLEED VALVE NUMBERS IN THE LOG BOOK AND NOTIFIED THE DIRECTOR OF MAINT THAT THEY WERE OUTSIDE THE LIMITS. THE DIRECTOR OF MAINT SAID THAT HE WOULD COME IN TO LOOK AT THE SHIP, AND THE DAY DUTY PLT REPLACED ME AFTER A BRIEF ON THE SITUATION. WHEN I RETURNED TO WORK THAT NIGHT, THE ACFT WAS ON A FLT. THE DAY PLT BRIEFED ME THAT THE DIRECTOR OF MAINT HAD SPOKEN WITH A REPRESENTATIVE FROM MANUFACTURER AND THE ACFT HAD BEEN APPROVED FOR RETURN TO SERVICE WITH THE BLEED VALVE OPERATION 1% OUT OF LIMITS. THIS WAS VALIDATED BY LOGBOOK ENTRIES. IN WAS DISPATCHED FOR AN INTERHOSPITAL TRANSFER AND DEPARTED. WE RETURNED FROM THE FLT TO LAND AT OUR BASE WITHOUT INCIDENT. THE ACFT WAS SCHEDULED TO BE MOVED WHILE MAINT WAS BEING PERFORMED ON THE COMPANY'S OTHER SHIP. SCHEDULES HAD BEEN ADJUSTED TO ACCOMMODATE MAINT OPS AND I WAS SCHEDULED TO BE THE DAY PLT. WHEN I REPORTED FOR WORK, I WAS TOLD THAT THE SHIP HAD BEEN GROUNDED DUE TO THE OUT OF TOLERANCE BLEED VALVE. MANUFACTURER DID NOT PRODUCE A LETTER ALLOWING CONTINUED OPS. THROUGH SOME MISCOM OR MISUNDERSTANDING THE ACFT WAS KEPT IN SERVICE AND USED TO CONDUCT PART 135 OPS WITH A DISCREPANT ENG COMPONENT.

Synopsis

AN AS350-B2 HELICOPTER ENGINE WAS OPERATED 1% IN EXCEEDANCE OF THE ENGINE OPERATING MANUAL. DOCUMENTATION TO ALLOW OPERATION NOT DELIVERED BY THE MANUFACTURER.

ACN: 694994

Time / Day

Date : 200604
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : NBG.Airport
State Reference : LA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : NBG.Tower
Operator.Other : Military
Make Model Name : S-70 Black Hawk/Night Hawk/Sea Hawk

Aircraft : 2

Controlling Facilities.Tower : NBG.Tower
Operator.Other : Military
Make Model Name : T45 (or T2C) Goshawk
Flight Phase.Descent : Approach
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Government : Military
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 2800
Experience.Flight Time.Type : 250
ASRS Report : 694994

Person : 2

Affiliation.Government : Military
Function.Flight Crew : Single Pilot

Person : 3

Affiliation.Government : Military
Function.Controller : Local

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

ON GND FREQ, I CALLED NAVY GND. THERE WERE 2 SETS OF 2 F15'S TAXIING ON TXWY A BACK TO THEIR RAMP. I REQUESTED 'TAXI FOR A DEP FOR RWY 22.' I WAS TOLD BY THE GND CTLR TO TAXI TO RWY 22 VIA TXWY C AND EXPEDITE CONTACT TWR. I REPLIED WITH A REQUEST TO HOVER TAXI TO RWY 22 TO EXPEDITE MY CLRING THE TXWY A FOR THE F15'S. I GOT NO REPLY, SO I REPEATED THE REQUEST. THE REPLY FROM GND WAS TO TAXI TO RWY 22 REMAIN BELOW 100 FT. WE BEGAN TO TAXI INTO POS ON RWY 22. AS I TUNED UP NAVY TWR (123.8) I HEARD THE CTLR TELLING ME TO HOLD SHORT. I WAS ALREADY ABOUT 1/2 WAY ONTO THE RWY. A T45 TRAINER HAD BEEN CLRED TO LAND ON RWY 22 BY TWR. WE COULDN'T SEE THE ACFT BECAUSE IT WAS THE SAME GRAY AS THE CLOUDS. THE T45 EXECUTED A GAR AND WE SIDESTEPED TO THE SOD. THE GND CTLR NEVER ISSUED A HOLD SHORT CLRNC THAT WAS HEARD BY ANY OF THE 3 CREW MEMBERS. IF ONE WAS ISSUED WE DID NOT HEAR IT AND, THEREFORE, DID NOT READ IT BACK. THIS SHOULD HAVE BEEN CAUGHT BY A CTLR. FORTUNATELY, THE T45 PLT REACTED IN TIME AND AN INCIDENT WAS AVOIDED.

Synopsis

UH60 PLT HAS A RWY INCURSION ON RWY 22 AT NGB, ACFT ON FINAL EXECUTED A GAR.

ACN: 693689

Time / Day

Date : 200604
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EWR.Airport
State Reference : NJ
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : EWR.Tower
Make Model Name : AS 350 Astar/Ecureuil
Flight Phase.Other

Person : 1

Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 4600
Experience.Flight Time.Type : 2000
ASRS Report : 693689

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Other.Flight CrewA : 940
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

WHILE IN A HOVER ABOVE LIBERTY STATE PARK (LSP), I HEARD A 'POP' FOLLOWED BY A CONTINUOUS LOUD NOISE. I IMMEDIATELY SELECTED A SUITABLE LNDG AREA AND INITIATED A PRECAUTIONARY LNDG. I INFORMED THE NEWARK LIBERTY INTL TWR OF MY INTENTIONS AND LANDED WITHOUT INCIDENT

IN AN OPEN FIELD IN NO PROX OF PEOPLE OR PROPERTY. AFTER TROUBLESHOOTING THE PROB, I CARRIED OUT A THOROUGH INSPECTION OF THE ACFT, CONFERRED WITH MAINT, AND DETERMINED THE ACFT TO BE AIRWORTHY. WITH CLRNC FROM BOTH THE EWR TWR AND THE LSP, I DESIGNATED A SECOND TKOF AREA WITH THE HELP OF AN LSP TROOPER AND DEPARTED NORMALLY.

Synopsis

AS350 HELI PLT MAKES A PRECAUTIONARY LNDG AFTER HEARING A 'POP' FOLLOWED BY A LOUD CONTINUOUS NOISE.

ACN: 693541

Time / Day

Date : 200604
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : COE.Airport
State Reference : ID
Altitude.AGL.Bound Lower : 500
Altitude.AGL.Bound Upper : 1700

Environment

Flight Conditions : VMC
Weather Elements : Rain
Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Arrival : VFR

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 101
ASRS Report : 693541

Events

Anomaly.Inflight Encounter : Weather
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

WE LIFTED OFF THE SITE TO APPROX 500 FT AGL AND STARTED TO FLY E AROUND THE CITY OF COEUR D'ALENE ENRTE TO THE AIRFIELD FOR FUEL (WE HAD 25 GALLONS/1 HR ON BOARD). THE AIRFIELD WAS IN SIGHT FROM 5 NM AWAY AND A CEILING I ESTIMATED AT 4000 FT MSL. I TUNED ASOS ON AND IT WAS RPTING A 100 FT OVCST. SINCE I COULDN'T LEGALLY OPERATE IN CLASS B AIRSPACE, I LANDED IN AN OPEN, UNDEVELOPED FIELD AT THE END OF A STREET (CLOSEST VEHICLE A STEAM ROLLER 500 YARDS AWAY). I WAITED 20 MINS ON THE GND TO WAIT FOR THE HVY RAIN SHOWER TO PASS. I POPPED UP TO LISTEN TO ASOS. I COULD SEE THE AIRFIELD, AGAIN ESTIMATED THE CEILING 4000-4500 FT MSL AND THE SHOWER HAD MOVED WELL N OF THE AIRFIELD, BUT THE ASOS WAS STILL RECORDING/RPTING 100 FT OVCST. I MADE THE ASSUMPTION THAT THE ASOS WAS MALFUNCTIONING, FLEW A NORMAL PATTERN AND LNDG AT THE COE ARPT TO OBTAIN FUEL FOR THE LAST LEG OF THE FLT. AT NO TIME DURING THIS EVENT DID I OBSERVE THE CEILING GO BELOW 1000 FT. WHEN THE RAINSHOWER WAS DIRECTLY OVER THE AIRFIELD, THE VISIBILITY WAS REDUCED. AT NO TIME WAS MY FLT VISIBILITY LESS THAN 5 NM OR WAS THE CEILING LESS THAN 1500 FT AGL.

Synopsis

BELL 206 PLT ENCOUNTERS LOW CEILINGS AND VISIBILITY, ELECTS TO DO AN 'OFF FIELD LNDG' AND WAIT FOR THE WX TO PASS PRIOR TO CONTINUING TO DEST.

ACN: 693324

Time / Day

Date : 200604
Day : Tue
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : SMX.Airport
State Reference : CA
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : Marginal
Weather Elements : Rain
Light : Night

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Bell Helicopter 222
Operating Under FAR Part : Part 135
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 41
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 2000
ASRS Report : 693324

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Other

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I WAS CALLED OUT TO AN ACCIDENT. I FLEW THE BELL 222 SE OVER THE HWY AT 1000 FT AGL ON RADAR ALTIMETER. I WAS PLANNING TO NOT GO ANY LOWER, OR TURN BACK. BEGAN HITTING THE BOTTOMS OF THE CLOUDS, AND HAD HILLS OR MOUNTAINS ON BOTH SIDES. I BELIEVED THAT THE SAFEST WAY TO STAY AWAY FROM THE HILLS WAS TO CLB AND TURN BACK TO ZZZ. THAT'S WHAT I DID. I CLBED TO 2500 FT MSL WHILE TURNING A L 180 DEG TURN. WITHIN 1 MIN MORE TIME, I CAME OUT OF THE CLOUD ABOUT 5 MI SE OF ZZZ.

Synopsis

B222 ENCOUNTERS IMC ENRTE TO AN ACCIDENT SITE. REVERSES COURSE AND RETURNS TO DEP STATION.

ACN: 692678

Time / Day

Date : 200604
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LGA.Airport
State Reference : NY
Altitude.MSL.Single Value : 900

Environment

Flight Conditions : Marginal
Weather Elements : Rain
Light : Night

Aircraft : 1

Controlling Facilities.Tower : LGA.Tower
Operator.General Aviation : Corporate
Make Model Name : S-76/S-76 Mark II
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Route In Use.Departure.Other

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 2000
ASRS Report : 692678

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I DEPARTED EWR VFR INSTEAD OF ACTIVATING IFR FLT PLAN DUE TO HIGH VOLUME OF FIXED WING IFR DEPS. WX RPTS ALONG MY RTE CALLED FOR IMPROVING CEILINGS AND VISIBILITY. I FLEW HELI RTE UP HUDSON RIVER AND SAW LOWER CEILINGS THAN EXPECTED. UPON TRANSITION ACROSS YONKERS, OUTSIDE OF LGA CLASS B AIRSPACE, ENCOUNTERED LOW CEILINGS AND VISIBILITY. MY COPLT, WHO WAS FLYING, CHOSE TO CLB TO AVOID CFIT. I CALLED LGA TWR AND REQUESTED IFR CLB. THEY IMMEDIATELY GAVE ME A HDG, ALT AND XPONDER CODE. AS I HAD AN IFR PLAN IN THE SYS, ATC ACTIVATED THAT PLAN. LGA TWR ACTED WITHOUT HESITATION TO HELP MAKE UP FOR MY FLYING VFR INTO DETERIORATING IMC. I SHOULD HAVE REQUESTED IFR CLRNC SOONER INSTEAD OF PUSHING ON IN MARGINAL NIGHT CONDITIONS.

Synopsis

S76 FLT CREW DEPARTS INTO MARGINAL WX VFR INSTEAD OF IFR TO AVOID DELAYS ASSOCIATED WITH HVY TFC.

ACN: 688758

Time / Day

Date : 200602
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : VGT.Airport
State Reference : NV
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : VGT.Tower
Operator.General Aviation : Instructional
Make Model Name : Robinson R22
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : Instrument
Experience.Flight Time.Total : 650
ASRS Report : 688758

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Person : 3

Affiliation.Government : FAA
Function.Controller : Ground

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerB : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative

UPON OBTAINING OUR CLRNC FOR A TRAINING FLT, A MISHAP OCCURRED INVOLVING OUR R22 HELI AND THE VGT ARPT GND CTL. UPON STATING OUR INTENTIONS TO GND CTL, THEY INSTRUCTED US TO THE APPROPRIATE RWY, TELLING US TO TAXI TO RWY 30L. THEY WILL NORMALLY TELL US TO HOLD SHORT AND CONTACT TWR. BEING USED TO AND NOT HEARING THOSE INSTRUCTIONS, I REPLIED BACK TO GND, 'DO YOU WANT US TO HOLD SHORT OF RWY 30L?' THE CTLR REPLIED, 'TAXI TO RWY 30L AS INSTRUCTED.' IT DIDN'T SOUND THE SAME, HOWEVER. AFTER TRYING TO RECEIVE CLARIFICATION, WE TAXIED TO RWY 30L NOT HOLDING SHORT. THIS WAS ONE OF THE FIRST CLRNCs OF THIS TYPE THAT THIS PARTICULAR STUDENT AND I HAD DONE. WHILE HE WAS NERVOUS AND I WAS CONCENTRATING ON THE TAXI INSTRUCTIONS, WE DID NOT HOLD SHORT AS WE SHOULD HAVE. WE ALSO HAD THE TWR FREQ IN STANDBY AS A NORMAL PROC. AS WE APCHED RWY 30L, WE DID OUR CLRING TURN LOOKING FOR OTHER TFC AND ALSO CHANGED TO THE TWR FREQ. THE STUDENT, NOT REALIZING I HAD SWITCHED, CHANGED THE FREQ BACK TO GND CTL. AS I RPTED TO WHAT I THOUGHT WAS THE TWR, GND SAID WE WERE NOT CLRED ON THE RWY AND TO EXIT THE RWY AND CONTACT TWR. THINKING WE WERE ON TWR, THIS IS WHERE IT ALL BECAME CONFUSING. AS I RESPONDED TO THE CTLR AND PROCEEDED TO CHANGE THE FREQ, THE STUDENT TOOK THE EXIT RWY INSTRUCTION AS A TKOF CLRNC AND WE WERE ON OUR WAY. I KNOW WE SHOULD HAVE TERMINATED THE TKOF, HOWEVER, WE HAD ALREADY TRAVELED A SHORT DISTANCE DOWN THE RWY. MY REACTION WAS TO CONTINUE, TAKING THE CTLs FROM THE STUDENT. AS WE TURNED XWIND, TWR INSTRUCTED ME TO CALL THEM UPON OUR ARR BACK TO THE ARPT. WHEN I RETURNED AND PHONED THE TWR MGR, HE SAID IT WAS CLR THAT I HAD ASKED FOR CLARIFICATION OF THE DEP INSTRUCTIONS WHICH SHOULD HAVE TRIGGERED ANOTHER RESPONSE. ALTHOUGH I ACCEPT FULL RESPONSIBILITY FOR THIS INCIDENT, I WOULD LIKE TO SUGGEST MORE DIALOGUE WITH GND AND TWR TO PREVENT AN INCIDENT LIKE THIS IN THE FUTURE.

Synopsis

R22 INSTRUCTOR PLT DEPARTS WITHOUT CLRNC AFTER A RWY INCURSION.

ACN: 688585

Time / Day

Date : 200602
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LGB.Airport
State Reference : CA
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : LGB.Tower
Operator.Other : Government
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach

Person : 1

Affiliation.Government.Other
Function.Flight Crew : Navigator
Function.Observation : Observer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 25
ASRS Report : 688585

Person : 2

Affiliation.Government.Other
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : ATC Human Performance

Narrative

I AM A PLT WITH THE FEDERAL GOV. I HAVE HELD THIS POS FOR JUST UNDER 19 YRS. I HAVE BEEN STATIONED IN THE SOUTHERN CALIFORNIA AREA FOR MY ENTIRE CAREER AND HAVE EXTENSIVE EXPERIENCE OPERATING GOV ACFT ON OFFICIAL MISSIONS IN THE LOS ANGELES BASIN, INCLUDING LONG BEACH. ON THE ABOVE DATE AND TIME I HAD AN ENCOUNTER WITH ONE OF THE MOST UNPROFESSIONAL AND DANGEROUS TWR CTRLRS OF MY CAREER. I WAS ASSIGNED TO ASSIST ANOTHER PLT, IN NAVING FROM MARCH AIR RESERVE BASE, MORENO VALLEY, CA, TO THE PORTS OF LONG BEACH AND LOS ANGELES. THE MISSION WAS AN OFFICIAL MISSION THAT BEGAN IN THE MORNING IN SAN DIEGO, CA. I WAS ASSIGNED TO ASSIST BECAUSE THIS PLT IS UNFAMILIAR WITH THE AREA AND LCL PROCS. ON THIS MISSION, THE RTE OF FLT TOOK US THROUGH SLI, LOS ALAMITOS ARMY RESERVE CTR, CLASS D. WE TRANSITIONED FROM E TO W ALONG THE KATELLA TRANSITION RTE WITH NO PROB. AS WE CAME ABEAM, AND N OF THE TWR, I REQUESTED A FREQ CHANGE TO LGB TWR AND THE SLI CTLR POINTED OUT TFC THAT WAS AHEAD AND TURNING BASE INTO RWY 25L AT LGB. I RPTED THE TFC IN SIGHT AND WAS GIVEN THE FREQ CHANGE. WE NEEDED TO TRANSITION FROM E TO W ALONG THE WARDLOW TRANSITION RTE. THE TWR HAS NEVER SPECIFIED WHICH FREQ CTLS THIS TRANSITION SO IT IS NOT UNUSUAL TO BE DIRECTED TO THE OTHER FREQ UPON INITIAL CALL-UP. WHEN I SWITCHED TO 119.4 AND MADE MY REQUEST, WAS IMMEDIATELY TOLD TO GO TO 120.5. I WAS NOT CONCERNED BECAUSE WE STILL HAD TIME TO GET THE CLRNC BEFORE ENTERING THE LGB CLASS D AIRSPACE. I THEN SWITCHED TO 120.5 AND MADE MY INITIAL CALL. THE CTLR WAS HAVING A LONG AND UNNECESSARY CONVERSATION WITH A PLT WHO WAS IN THE PATTERN, DELAYING ANY REPLY TO MY CALL-UP. I INSTRUCTED THE PF TO SLOW DOWN SO AS TO NOT ENTER THE AIRSPACE. THE ENTRY POINT IS AT THE 605 FREEWAY AND WARDLOW STREET AND WE HAD TO SLOW TO ALMOST A HOVER WHILE THE CTLR HAD HIS CONVERSATION. WHEN HE DID RESPOND, I MADE MY REQUEST FOR AN E TO W WARDLOW TRANSITION AT 1500 FT TO WHICH HE CLRED ME. I THEN RECOGNIZED THAT THIS MAY BE THE SAME CTLR WHO IS USUALLY UNPROFESSIONAL BUT HE WAS NOT BERATING ANYONE AT THAT TIME. THIS WAS SOON TO CHANGE. THERE WAS NO ACFT IN OUR VICINITY AND THE TWR CTLR HAD NOT POINTED OUT ANY TFC TO US, NOR HAD HE POINTED OUT OUR ACFT TO OTHER TFC. I FELT THAT IT WAS SAFE TO TURN AT THAT TIME. AT THE SAME TIME I ADVISED THE CTLR THAT WE WOULD BE TURNING TOWARDS THE PORT, IN A SW DIRECTION, AND WOULD BE FLYING OVER THE PORT FOR A SHORT TIME AND RETURNING TO LAND. THE CTLR REPLIED WITH A RAISED VOICE, SARCASTIC AND ANGRY, WITH A QUESTION AS TO WHETHER WE WERE TURNING. I WAS SURPRISED AND REPLIED IN THE AFFIRMATIVE TO WHICH HE BEGAN TO BERATE ME OVER THE AIR ON CTLED AIRSPACE AND THAT THERE WAS AN AIRPLANE ON THE UPWIND FROM RWY 25L. WE WERE NOT A FACTOR FOR THE OTHER ACFT. THIS WAS INCREDIBLY UNPROFESSIONAL BUT IT WAS NOT OVER. WE THEN, WITH THE CTLR'S CLRNC, PROCEEDED TO THE PORTS AND IN THE PROCESS ALSO RECEIVED A CLRNC FROM TORRANCE TWR BECAUSE A PORTION OF THE PORT OF

LOS ANGELES IS IN TOR CLASS D AIRSPACE. I ADVISED THAT WE WERE NW OF THE ARPT, WHEN I MEANT WE WERE SW. THE CTLR, IN MY OPINION, MUST HAVE HAD OUR TARGET ON HIS RADAR BRITE DISPLAY. I BELIEVE THIS BECAUSE IN THE PAST, CTLRS FROM LGB HAVE IDENTED MY ACFT AT THE LOCATION AND ALT ON MANY OCCASIONS. HE USED THIS MISTAKE TO FURTHER BERATE ME AND USE UP RADIO AIR TIME ADVISING SARCASTICALLY THAT HE WAS CONFUSED AS TO OUR REAL LOCATION. WE CRAWLED ALONG AT 500 FT MSL, WHICH IS APPROX 200 FT AGL, ATTEMPTING TO GET THIS CTLR TO FURTHER THE CLRNC TO LAND AND TO COMPLY WITH HIS INSTRUCTIONS. I BELIEVE HE PURPOSEFULLY REFUSED TO CALL ME BACK. IF THIS IS NOT THE CASE, THEN HE IS INCOMPETENT BECAUSE HE WAS WELL AWARE THAT WE WERE ON THE WAY AND HE SHOULD HAVE BEEN ABLE TO SEE US AS WE WERE RAPIDLY APCHING RWY 34R AT LOW ALT. I FINALLY GOT HIM TO REPLY AND HE CLRED US TO LAND, CROSS RWY 25L AT 500 FT, AND PASS BEHIND A CESSNA THAT WAS FINAL. AGAIN, I AM AWARE THAT CTLRS HAVE THEIR OWN TECHNIQUES, AND HAVE SEPARATION CRITERIA, BUT THIS CLRNC PUT US IN A BAD POS. THE CESSNA WAS SO FAR FROM THE RWY THAT IT WOULD PUT US PAST THE E BOUNDARY OF THE ARPT TO PASS BEHIND HIM AT NORMAL APCH SPDS, WE HAD TO SLOW, NEARLY TO A HOVER, TO COMPLY WITH THIS COMMAND AND, IN FACT, IT WOULD HAVE BEEN SAFER AND EXPEDIENT FOR US TO JUST PASS AHEAD OF HIM. HE COULD NOT HAVE GOTTEN TO OUR POS OR ALT FROM HIS LOCATION WITHOUT JATO ROCKETS. WE WOULD HAVE BEEN IN A SAFER POS HAD THE CTLR NOT IGNORED MY POS RPT. AS WE PASSED BEHIND THE CESSNA, THE PF ASKED IF WE COULD DSND, TO WHICH I SAID YES, NOT REMEMBERING THAT THE ALT RESTR WAS IN EFFECT. THIS WAS A MAJOR MISTAKE ON MY PART, AND I AM EMBARRASSED TO ADMIT THAT BY THIS TIME I WAS ANGRY AND CONFUSED AS TO HOW TO KEEP THIS IDIOT CTLR FROM FURTHER IMPACTING THIS FLT. THIS GAVE THE CTLR ANOTHER CHANCE TO CHIME IN AND COMMANDED US TO CLB BACK TO 500 FT MSL AND PERFORM A 270 DEG TURN AROUND THE TWR TO LNDG.

Synopsis

HELI PLT DESCRIBED UNPROFESSIONAL PERFORMANCE BY LGB CTLR DURING GOV MISSION.